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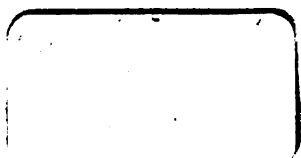
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REPORT

OF THE

Railroad Commission of California

From January 1, 1911 to June 30, 1912



FRIEND WM. RICHARDSON, SUPERINTENDENT OF STATE PRINTING
SACRAMENTO, CALIFORNIA
1912

/ 221459

Commissioners

JOHN M. ESHLEMAN, President.

H. D. LOVELAND.

ALEX GORDON.

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STANDARD

PART I.

General.

INTRODUCTORY SUMMARY.

LETTER TO GOVERNOR.

October 17, 1912.

To his Excellency, HIRAM W. JOHNSON, Governor of California:

We transmit herewith the report of the Railroad Commission of California, as required by law, covering the period from January 1, 1911, to June 30, 1912.

During that time the Railroad Commission has operated under three different acts. In January, 1911, the Commission, then consisting of three members elected from districts, took office under the so-called Wright Act, which had been passed by the legislature in 1909.

During the legislative session of 1911, the so-called Stetson-Eshleman bill was passed which gave the Commission powers as extensive as the provisions of the State Constitution would permit. The Commission continued to operate under the Stetson-Eshleman act until March 23, 1912, when the present Public Utilities Act went into effect.

The Commission which took office in January, 1911, consisted of three members: John M. Eshleman, H. D. Loveland and Alex Gordon, elected respectively from the Third, Second and First Districts. The Commission organized with the election of John M. Eshleman as President and Charles R. Detrick, Secretary.

With the passage of the Stetson-Eshleman Act, the personnel of the Commission remained unchanged, but its powers were enlarged as indicated in another chapter. Departments were formed with supervision over rates, legal matters, administrative affairs, engineering, and preparations were made for the creation of other departments.

In March, 1912, when the present Public Utilities Act became effective, the membership of the Commission was enlarged to five and the manner of their choice was changed from elective to appointive by the Governor. Max Thelen and Edwin O. Edgerton were appointed to the new places on the Commission. Organization was effected under the new act by the selection of John M. Eshleman as president, and the creation of a statistical and accounting department, a service department, and later a stock and bond department. Bureaus were created under these departments to handle the special subjects assigned them.

FORM OF ORGANIZATION.

The quarters in the Ferry Building, in San Francisco, were found inadequate, and the Commission moved to the Commercial Building, 833 Market street, San Francisco, where it occupies most of the three upper floors. Its force of employees numbers 62. The form of organization which the Commission adopted and which has been found practicable for all purposes, may best be outlined by quoting from the report rendered the Commission by its sub-committee which recommended the system of organization adopted.

The Public Utilities Act will become effective on March 23, 1912. The act provides that the Railroad Commission shall have jurisdiction over public utilities, except that the incorporated cities and towns of the State, including the city and county of San Francisco, shall retain the powers of control which may be vested in them on March 23, 1912, subject to their right thereafter to confer upon the Commission, by vote, their powers with respect to any or all classes of public utilities. The act defines public utilities to include persons or incorporations owning, controlling, operating or managing the following kinds of plants or systems.

1. Railroads.
2. Street railroads.
3. Common carriers other than (1) and (2), including express companies, all kinds of car companies, and vessels regularly operating upon the waters of this state or upon the high seas over regular routes between points within this state.
4. Pipe lines.
5. Gas plants.
6. Electric plants.
7. Telephone lines.
8. Telegraph lines.
9. Water systems.
10. Public wharves.
11. Warehouses, other than public wharves, in which property is regularly stored for compensation in connection with or to facilitate the transportation thereof by a common carrier or vessel, or the loading or unloading of the same.

We understand that there is at present no pipe line in this state serving the public and for that reason shall not further refer to this class of public utility. It can be taken care of under the plan here presented when necessity arises.

The Commission has hitherto had jurisdiction only over "railroad and other transportation companies," being classes (1) and (3) as above defined. The Commission's most important new work will be as follows:

1. *Rates.*

In addition to its present power to fix the rates of "railroad and other transportation companies," the commission will secure power to establish the rates of all other classes of public utilities. The Commission must prescribe the form in which all these new classes of public utilities shall file their schedules, and establish rules and regulations concerning the filing and posting thereof. That this matter is one requiring considerable time and study is shown by the fact that neither of the New York commissions nor that of Wisconsin had, up to last autumn, prescribed such forms. The result was that these commissions had on file no schedules of any public utilities other than railroads and express companies.

The Public Utilities Act further provides that the Commission shall establish rules and regulations concerning quite a number of matters affecting the schedules of common carriers. For instance, section 14 (a) provides that the schedules

shall "state separately all terminal charges, storage charges, icing charges and all other charges which the commission may require to be stated." The same section further provides that such schedules shall be printed and posted, "subject to such rules and regulations as the commission may prescribe," and "the form of every such schedule shall be prescribed by the commission." Again, section 15 provides that the Commission shall designate some character to be placed by the carrier immediately preceding or following any item which it is proposed to change, and section 16 provides that the commission shall prescribe the form of concurrences in joint tariffs, rates, fares, tolls, contracts, classifications and charges. We suggest that the Commission's present tariff circulars be revised and consolidated so as to cover the matters specified in the statute and other necessary matters. A similar tariff circular will have to be prepared for each class of public utility other than "railroad and other transportation companies."

Section 18 of the Public Utilities Act further provides that common carriers and telephone and telegraph companies shall henceforth file with the Commission their interstate tariffs. The Commission will have to see to it that the provisions of this section are complied with.

2. *Service, equipment, facilities.*

The commission will secure jurisdiction over the service, equipment and facilities of each class of public utility (section 35) with power also to order the construction of additions, extensions and improvements (section 36), the joint use of facilities in designated cases (section 41), and the installation of adequate health and safety devices (section 42). In addition thereto, the Commission will secure the following powers as to different classes of public utilities.

(a) *Common carriers.*

Facilities for interchange of passengers, tonnage and cars (Sec. 22a); switch and spur connections (Secs. 25 and 39); number of trains and cars, stopping places and time schedules (Sec. 37); track connections between different railroads or street railroads (Sec. 38); and crossings with each other and public streets, roads and highways, both existing and contemplated (Sec. 43).

(b) *Gas and electric plants and water systems.*

The establishment of standards, regulations, practices, measurements, service, methods of measuring product, commodities or service, and methods of testing the same (section 46a).

These are matters of considerable importance. All the commissions which exercise effective control over gas and electrical corporations, such as Massachusetts, New York and Wisconsin, provide that their inspectors shall test the meters of these utilities. Massachusetts and New York test and seal each gas meter before it is installed and provide for the testing of electric meters after their installation. Wisconsin provides for the testing of both gas and electric meters after their installation. The Wisconsin commission has worked out with considerable care a set of rules and regulations covering fully the service of gas and electrical corporations. We recommend that the California Commission do likewise.

(c) *Telephone and telegraph plants.*

Facilities for interchange of messages and conversations (section 22b); physical connections in proper cases (section 40); limits of delivery of messages without extra charge (section 45b).

3. *Accidents.*

The Commission is given power to investigate the causes of all accidents requiring, in its judgment, an investigation and to make orders to prevent a recurrence. The Commission already has accident forms for "railroad and transportation companies." It will now be necessary to prepare forms for the other classes of public utilities. We recommend that steps be taken to insure a more prompt report of accidents and that the Commission's inspectors investigate promptly all serious accidents.

4. *Physical valuation.*

The Commission's powers in this respect have been extended so as to apply to all public utilities (section 47).

5. *Reports and accounts.*

The Commission will have to prescribe the form in which public utilities of all classes furnish their annual report, and may require the filing of periodical or special reports on any pertinent matter (section 29). It may also establish a system of accounts to be kept by each class of public utilities and also the forms of records and memoranda (section 48).

6. *Finances and franchises.*

The Commission will supervise and regulate all issues of stocks, bonds and other evidences of indebtedness of public utilities (section 52); also the disposition by a public utility of any part of its property necessary or useful in the performance of its duties to the public (section 51a); also the acquisition by one public utility of any part of the capital stock of another public utility (section 50b).

The Commission on the application of utilities having the character of the so-called natural monopolies, may also grant or refuse to grant certificates of public convenience or necessity, and it may grant or refuse to grant permission to such utilities to exercise rights under new franchises or permits.

We shall now consider the question of the organization of the Commission so that it may promptly and efficiently exercise its present and the foregoing additional powers.

There are two basic methods of organization, either of which might serve as the foundation for the Commission's organization. The one is an organization by classes of public utilities, one department for each class. This is the New York system and may be called the vertical plan. The other is an organization based on the nature or character of the work done. This is the Wisconsin system and may be called the horizontal plan. We have given careful consideration to each plan and to possible modifications thereof. While the vertical plan has certain undoubted advantages, we believe that, as a matter of practical administration, it cannot economically be carried to its logical conclusion. The vertical plan, if logically carried out, would demand a separate engineering department, to say nothing of law, rate and auditing departments, for each class of public utility. We believe that such a plan would be wasteful and unwise. The furthest to which the plan could go, as a practical matter, would be to have separate vertical departments dealing only, in each case, with rates and service, while the engineering, auditing and law departments would be organized along horizontal lines. We also feel strongly that the vertical plan would necessitate an unnecessarily large number of department chiefs drawing relatively high salaries. While the horizontal plan has its objections, we believe that it will result in greater economy and efficiency than the vertical plan, and for that reason we recommend the horizontal plan with certain modifications which we shall point out.

We recommend that the Commission's work be divided into the following six departments:

- | | |
|-----------------------------|-----------------|
| 1. Office. | 4. Rate. |
| 2. Legal. | 5. Engineering. |
| 3. Statistics and Accounts. | 6. Service. |

This form of organization was eventually adopted. Later a Stock and Bond Department was created. Bureaus subsidiary to the departments were established as the necessity arose.

It has been necessary to perfect a detailed organization in each department. The departments have been coördinated and modern and approved systems introduced to make for efficiency and dispatch. An elaborate filing system enables the Commission to handle its voluminous

correspondence and the large number of documents coming in and going out with speed and precision.

NATURE OF UTILITIES.

The Commission is in daily session and with a membership of five, as the law now stands, the Commission is enabled to conduct five hearings at once. This practice has been pursued where possible, but in many of the cases involving special or intricate issues, the Commission sits in groups or *en banc*. In this way it has been possible to prevent the congestion of the calendar and to expedite hearings to an unusual degree.

The extent of the Commission's work may be readily appreciated from the fact that in the thirty-two years previous to January 1, 1911, comparatively few complaints were disposed of, while in the eighteen months covered by this report the Commission has handled 170 complaints, 126 formal applications, 451 informal complaints, 184 reparation cases, 333 long and short haul applications, or a total of 1,264 cases of one sort or another. It is obvious that the investigations, hearings, and preparation of decisions in these cases have taxed to the utmost the time and resources of the Commission and its force.

In addition to the other difficulties which naturally might be expected, there was presented to the Commission, under the new Public Utilities Act, the problem of obtaining a list of the public utilities under its jurisdiction. Ordinarily, this would not appear to be a task of much magnitude. It so happened, however, that the complete absence of state jurisdiction over many of these utilities placed upon the Commission the burden, first, of discovering just what public utilities were in existence in California; and, secondly, of informing them of the provisions of the new law. To this end blanket circulars were issued to all county and city authorities and to the postmasters throughout the State. They were asked to furnish to the Commission the names of public utilities operating in their sections. These original lists underwent a process of revision until the Commission was able to evolve a tentative register of public utilities.

There was little difficulty so far as the railroads were concerned. They had previously been subject to the jurisdiction of the State Commission. The main difficulty was encountered as to the water companies and warehousemen.

By its system of correspondence, the Commission obtained a list of 984 water companies and eventually received reports of one sort or another from 864 of them. Many of these water corporations proved to be mutual companies, plants owned by cities, or non-operative. Of the 984 companies investigated, 307 were found to be active public utilities, 485 were mutual organizations, 148 were inactive, and the inquiry is still in progress to determine the status of the remaining 44.

The list of warehousemen and wharfingers obtained through broadcast correspondence, contained the names of 872 companies. It developed that 205 of these companies were within the jurisdiction of the Commission, and operated 423 warehouses. Approximately 275 warehouses had ceased to operate as public utilities. Most of the remaining warehouse companies, originally listed, had previously discontinued business.

A list, meeting the needs of the Commission for all practical purposes, was finally drafted. It was adopted as a temporary roll and changes will be made from time to time as developments require.

This list of utilities over which the Commission has jurisdiction is now made up as follows:

Steam railroads	46
Electric railroads	22
Electric light, gas and power utilities.....	117
Telephone and telegraph utilities	95
Water companies	307
Warehousemen	205
Wharfingers	20
Total	812

This tabulation includes only such utilities as come positively within the jurisdiction of the Commission and are at present actively operating.

The 46 steam railroads in the State, upon the basis of arbitrary apportionment between state and interstate revenue, show for the year ending June 30, 1911, gross earnings for their operations within the State of California in the sum of \$87,365,526.54, and total operating expenses of \$51,627,517.75, leaving a net revenue of \$35,738,008.79.

The total cost of construction and equipment to June 30, 1911, is furnished by the carriers in the sum of \$1,456,069,985.32, an increase during the year of \$167,638,735.38. The average freight revenue per mile of road is given as \$4,493.19; the average passenger revenue per mile, \$3,216.64.

Passengers to the number of 43,002,909 were carried an average distance of 31.8 miles at an average rate of \$.0211 per mile.

Twenty-two electric railways submitted reports of capitalization to the total of \$194,463,158.32.

The total assets were shown by the water companies in their reports as \$201,137,928.10.

The electric light, gas and power companies which reported to the Commission showed in their statements, total assets to the total of \$294,858,587.22.

The total assets as reported by the steam railroads, the water companies, the electric light, gas and power companies, and the telephone and telegraph companies under the jurisdiction of this Commission, amount to \$2,570,073,422.11. This does not include the assets of the

electric railways, nor many of the street railways, nor many utilities which have not yet filed their reports. It serves merely as an indication of the enormous amount of capital invested in the public utilities in the State of California. When the tabulation is completed, this sum will greatly exceed the figure here given.

WORK OF THE COMMISSION.

The more important features of the Commission's work, from January 1, 1911, to June 30, 1912, are reviewed in the succeeding pages of this report. It will suffice here to summarize the more significant portions of this work. This includes:

(1) The partial readjustment of railroad rates to accord with the long and short haul provision of the State Constitution.

(2) An investigation into the express rates in California embracing the examination of 46,000 reports.

(3) The reduction of class and commodity freight rates on the Atchison, Topeka and Santa Fé Railway and the Southern Pacific, into and out of the San Joaquin Valley, embracing the compilation by the Commission of 600,000 new rates.

(4) The reduction of freight rates on the Southern Pacific and San Pedro, Los Angeles and Salt Lake Railroad, between Los Angeles and the harbor at San Pedro.

(5) The reduction of freight rates on the Southern Pacific between Los Angeles and points in the Imperial Valley.

(6) The reduction of freight rates on the Sunset Railroad and the Southern Pacific, between Bakersfield and the West Side Oil Fields, in Kern County.

(7) The reduction in the Pullman seat fare between San Francisco and Los Angeles.

(8) The establishment of the principle that no discrimination should exist against free interchange of traffic as between steam and electric lines, entailing through traffic and joint rates.

(9) Reduction of the demurrage rate from \$6.00 to \$3.00 per day.

(10) Restoration of lower telephone rates in 102 towns where increases had been made.

(11) Reduction in the minimum charge for telephone service between San Francisco and Oakland, Berkeley and Alameda, from 15 cents to 10 cents per message.

(12) Investigation of practices of telephone companies as to separation of toll and exchange revenues and as to relation between telephone companies and affiliated corporations.

(13) Restoration of lower electric rates in sections where advances had been made.

(14) Investigation of accidents resulting in injury or death.

- (15) Work upon the physical valuation of railroads of the state.
- (16) Regulation of grade crossings so as to provide safety devices.
- (17) Inquiry into service and rates between San Francisco and peninsular cities as far as San José.
- (18) Authorization of stock and bond issues from March 23, 1912, to September 23, 1912, to the amount of approximately \$30,000,000.
- (19) Ruling calling for cancellation of stock of par value in excess of \$2,000,000, issued for inadequate return.
- (20) Authorization to Great Western Power Company to operate in the field occupied by the Pacific Gas and Electric Company, announcing as a policy, under that section of the Public Utilities Act providing for the certificate of public convenience and necessity, that no utility could successfully lay claim to exclusive rights to a given territory unless it had completely served that territory and had provided adequate service at reasonable rates.
- (21) Reduction of many thousand passenger, freight and express rates upon informal complaints throughout the state.
- (22) Improvement in train service.
- (23) Reduction in the rate on raisins and dried fruits, from San Joaquin Valley points and from Sonoma and Mendocino counties.
- (24) Reduction in the passenger rates on the Coast Division of the Southern Pacific, from San José to Santa Cruz.
- (25) Establishment of a rule giving all children the benefit of half fare on street railways, previously extended only to school children.
- (26) Orders requiring carriers, at the direction of the Commission, to erect new depots at Berkeley, Glen Frazer, Hilton, Bowles, and other points.
- (27) Assumption by the Commission of jurisdiction over securities of an electric power corporation to the amount of \$6,000,000, which had been issued to a construction company.
- (28) Introduction of a uniform system of accounting for public utilities.
- (29) Examination of accounts of utilities during the expenditure of the proceeds of money derived from the sale of securities authorized by the Commission.
- (30) Investigation into complaints concerning rules and regulations of water companies, particularly into extensions, service connections and meters; and work upon the preparation of uniform rules and practices for such companies.

When this Commission took office it is a matter of common knowledge that very little utility regulation had prevailed throughout the State of California, and it was urged that under the conditions of the acts of the legislature and the Constitution that very little could be accomplished. We, however, took the view that ample authority was conferred upon the

Commission at that time to do many things of value to the State, and in addition, we have actively worked with the legislature and its committees with a view to better legislation and changes in the Constitution which would bring about effective regulation of all utilities; and we believe that with some minor imperfections the Public Utilities Act as it stands in California to-day is the furthest advanced in utility regulation in existence.

Naturally much difficulty was encountered with the railroads originally, when they were solely within our jurisdiction, and with the other utilities after control over them had been placed in the hands of this Commission, in securing information necessary to proper decision of cases. We, however, have proceeded to the best of our ability to get all information necessary, and have decided all cases promptly, and any delays which may have occurred have been the direct result of the failure of the utilities to furnish the required information.

It is doubtful if any other commission has, within a similar period, rendered more decisions of far-reaching effect, but regardless of this fact, but once have this Commission's decisions been taken into court, and then the Commission was promptly sustained. We have endeavored to act with the utmost fairness toward the utility and the public, and as a fixed policy have always endeavored to have our decisions so fair that no litigant would desire to contest them, but so strongly fortified in the evidence and so carefully prepared as to form that even though a litigant desired to contest them such contest would avail nothing.

In our regulation of the securities of utilities we have often had it urged upon us that stringent regulation would frighten capital from the State. Notwithstanding such suggestion, we have deemed it proper always to have in view the public welfare, and while our regulation may have deterred capital from coming into the State in a few instances, it has only done so in those instances where the conditions upon which the investment was to be made were unfair to the rate-paying public. We have chosen to believe that the better policy is to foster investment, but only upon such terms as will ultimately bring about the giving of adequate service at reasonable rates by a utility not overburdened in capitalization or bonded indebtedness.

In line with this policy the Commission has, in numerous instances, required the reformation of plans of public utilities so that they might proceed upon a sound financial basis.

Up to the present time, every utility that has applied to the Commission for permission to issue stocks and bonds, has been able to proceed under the modification of its plans which the Commission has enforced, and hence, although we have prevented unsound financing, we have not, up to the present time, kept any capital whatsoever out of the State. As has already been indicated, however, if it becomes necessary this Com-

mission will prevent the investment of capital in this State when the terms upon which the investor desires to operate are unfair to the public.

In our work we have been ably assisted by a corps of hard-working and efficient officials and employees, to whom the thanks of this Commission and the State are due. Likewise, we have found the members of the legislature willing to coöperate in every way, and we desire to express to yourself our hearty appreciation of your highly sympathetic and helpful coöperation, without which we would have been sorely handicapped in our work.

Respectfully submitted,

JOHN M. ESHLEMAN,
H. D. LOVELAND,
ALEX GORDON,
MAX THELEN,
EDWIN O. EDGERTON,
Commissioners.

HISTORICAL REVIEW.

The first action taken by the State of California to regulate its public utilities, apart from local regulation, was the act of April 3, 1876, Statutes 1875-76, page 783. This act provided for the appointment by the governor of three Commissioners of Transportation, who were given limited jurisdiction over steam railroads. It was their duty to inspect all steam railroads with reference to security and the accommodation of the public, and they had power on petition of property owners to establish stations, switches and side tracks. The railroads were directed to file copies of all their tariffs, rules, regulations and instructions to employees, but the Commissioners had no power over rates, except limited powers on complaint. The act also defined extortion and unjust discrimination. The jurisdiction thus conferred upon the Commissioners of Transportation was confined to steam railroads and consisted of limited powers, both as to rates and service.

The next session of the legislature passed the act approved April 1, 1878, Statutes 1877-78, page 969, repealing the act of April 3, 1876, and creating the office of Commissioner of Transportation, who was to be appointed by the Governor. His powers as to the service of steam railroads were similar to those which had been conferred upon the three Commissioners of Transportation by the act of April 3, 1876. With reference to rates, the Commissioner was given power "to examine into all complaints made in writing as to unjust discrimination between persons and places and to endeavor, by amicable interposition, to bring about such changes in tariffs or rules as shall, in his judgment, promote the public interest, and (he) shall report all such cases with the results of his investigation and interposition to the Governor."

The Commissioner's power was accordingly advisory only in this respect. The provisions of this act with reference to extortions, discriminations, forfeitures and penalties remained the same as those contained in the act of April 3, 1876. In addition thereto, the act contained certain police regulations with reference to the making up of trains, the period of confining animals, the obstruction of highways, trespassing, intoxication of employees, and railroad policemen.

RAILROAD COMMISSION CREATED.

When the new constitution was adopted in 1879, it contained in section 22 of article XII thereof a provision for the creation of the Railroad Commission. The State was divided into three districts, from each of which a railroad commissioner was elected for a period of four years. The Commission was given power over railroad and other transportation companies, which power was limited to the power to fix rates and to prescribe uniform systems of accounts. The framers of

the constitution apparently failed to observe that by limiting the powers of the Commission to rates and accounts, they took from it the powers over service which both the Commissioners of Transportation and later the single Commissioner of Transportation had possessed. Other sections of article XII of the constitution contained provisions concerning long and short hauls and grant of free passes or tickets at a discount, increases in freight rates after reductions made for the purpose of competing with other common carriers, discrimination in charges or facilities for transportation as between either persons or places and other provisions applicable to railroad and other transportation companies.

The first legislature which convened after the adoption of the constitution of 1879 passed the act approved April 15, 1880, Statutes 1880, page 45, to organize and define the powers of the Board of Railroad Commissioners. Transportation companies were defined to include railroads other than street railroads, steamships plying from or to ports within this State and steamboats plying upon the rivers or inland waters of this State. The act contained certain provisions as to procedure, but naturally confined itself to the powers of the Railroad Commission as specified in the constitution. The act did not purport to repeal the act of April 1, 1878, which act probably remained in force in so far as the later act was not inconsistent with its provisions.

NEW ACTS PASSED.

During the nineteen years between 1880 and 1909 there was no further legislation affecting the Railroad Commission. Finally, in 1909, the legislature of this State passed the act approved March 19, 1909, Statutes 1909, page 499, known as the Wright Act. This act increased the salary of railroad commissioners from \$4,000 to \$6,000 per annum and extended the definition of transportation companies so as to include express companies, car companies and others. The authority of the Commission with reference to rates was limited by this act to the authority to fix the maximum rates to be collected. The act made some changes in procedure and specified some additional penalties, not, however, amounting to imprisonment of the actual offender.

The next session of the legislature passed the act approved February 9, 1911, Statutes of 1911, page 13, known as the Stetson-Eshleman Act. The Commission was authorized by this act to fix the actual moving rate and also to ascertain the value of the property, both real and personal, of every railroad or other transportation company in the State and to prescribe a uniform system of accounts. The act also prescribed penalties for violations of the provisions of the act and of the constitution with reference to railroad and other transportation companies.

The powers of the Commission were limited to the powers prescribed by the Constitution as it then stood. These powers, as has been said, were the power to fix the rates and to prescribe the accounts of railroad and other transportation companies.

The legislature of 1911 decided that the powers of the Railroad Commission should be increased so as to cover all classes of public utilities within the State and that the scope of the Commission's powers with reference to such utilities should be enlarged from rates and accounting to other matters, such as service and finances. The legislature accordingly submitted to the electors of the State three constitutional amendments, as follows:

(a) Assembly Constitutional Amendment No. 50. This amendment altered sections 20 and 21 of article XII of the Constitution so as to remove the rigid application of the long and short haul rule in cases in which the Commission might consider such deviations reasonable, and so as to give the Commission power over excursion and commutation tickets and also power to award reparation to shippers in case of excessive or discriminatory rates.

(b) Assembly Constitutional Amendment No. 6. This amendment increased the members of the Railroad Commission from three to five, provided for their appointment by the Governor from the State at large, instead of election from specified districts, increased the term of office from four to six years after January 1, 1915, gave single commissioners the power when designated by the Commission to hold hearings, and removed all possible doubt as to the Commission's power to fix the actual moving rate.

(c) Senate Constitutional Amendment No. 47. This amendment defines public utilities so as to include commercial railroads, interurban railroads, street railroads, canals, pipe lines, telephone and telegraph companies, heat, light, water and power companies and storage and wharfage companies, and gives to the legislature the right to confer upon the Railroad Commission power to supervise and regulate all public utilities. All powers over public utilities theretofore vested in any political subdivision of the State, except those vested in incorporated cities and towns, were vested in the Railroad Commission upon the passage by the legislature of an act conferring such powers upon the Commission.

The above three amendments were adopted at the special election on constitutional amendments, held on October 10, 1911.

SCOPE OF PRESENT LAW.

In the mean time, the Railroad Commission, foreseeing the passage of the amendments and the subsequent need for a carefully prepared Public Utilities Act, sent its attorney on a tour of inspection of the

leading railroad and public service commissions of the country. The attorney made a careful study of the statutes and of the actual work done by some ten of the leading railroad and public service commissions of the country, and on his return, the proposed Public Utilities Act was prepared by the attorney, the President of the Commission, and a number of members of the state legislature. The bill was introduced on November 28, 1911, in the special session of the legislature by Lester G. Burnett in the senate and W. A. Sutherland in the assembly, and was thereafter passed and approved by Governor Johnson on December 23, 1911, to become effective on March 23, 1912.

The Public Utilities Act defines public utilities to include the corporations or persons which own, control, operate or maintain railroads; street railroads; express companies; sleeping, dining, freight and other car companies; vessels regularly engaged in transportation over regular routes between points within this State; pipe lines; gas plants; electric plants; telegraph lines; water systems; public wharves; and warehouses used in connection with the transportation of property by a common carrier or vessel, or the loading or unloading of the same. The Railroad Commission is given power to regulate and control all the public utilities of the State, except that the incorporated cities and towns of the State, including the city and county of San Francisco, retain the powers over public utilities which they had on March 23, 1912, with the privilege, however, of voting those powers to the Railroad Commission. The powers of the Railroad Commission over public utilities are very wide, including power over rates, service, equipment, facilities and finances. The act prescribes a simple and effective procedure before the Commission and in the courts on review of the Commission's acts, and specifies adequate penalties for its violation.

The legislature of 1911 at its special session also passed what is known as the Hewitt Elections Act, approved January 2, 1912, providing for the method by which the electors of incorporated cities and towns may, if they so desire, vote to confer upon the Railroad Commission the powers of such incorporated cities or towns over public utilities.

The Public Utilities Act represents the judgment and experience not merely of California, but also of the leading states of the Union, with reference to the proper relationship between the state and its public utilities.

LEGAL.

Provision for the appointment of an attorney for the Commission was made in section 1 of the Stetson-Eshleman bill. This provision was continued in section 4 of the Public Utilities Act, providing as follows:

“The Commission shall have power to appoint as attorney to the Commission an attorney at law of this State, who shall hold office during the pleasure of the Commission. It shall be the right and the duty of the attorney to represent and appear for the people of the State of California and the Commission in all actions and proceedings involving any question under this act or under any order or act of the Commission, and, if directed to do so by the commission, to intervene, if possible, in any action or proceeding in which any such question is involved; to commence, prosecute and expedite the final determination of all actions and proceedings directed or authorized by the Commission; to advise the Commission and each Commissioner, when so requested, in regard to all matters in connection with the powers and duties of the Commission and the members thereof; and generally to perform all duties and services as attorney to the Commission which the Commission may require of him.”

When the work of the Commission was separated into departments shortly after March 23, 1912, one of the departments so created was the Legal Department. This department consists of the attorney, and two assistants.

For about a year subsequent to April 17, 1911, the entire work of the department was performed by the attorney. When the attorney was appointed a member of the Railroad Commission on March 15, 1912, his salary as attorney ceased and since that time the work of the legal department of the Commission has been carried on at no extra expense, except the salary of an assistant attorney.

THE PUBLIC UTILITIES ACT.

Shortly after his appointment, the attorney, in view of the probable ratification of the constitutional amendments affecting the Railroad Commission, sent for copies of the railroad and public service commission laws of all the states of the Union and for the most recent reports of the leading commissions and entered upon a study of the statutes and reports preparatory to the draft of a Public Utilities Act.

Thereafter, on June 26, 1911, the Railroad Commission instructed the attorney to visit the leading railroad and public service commissions of the country, and to make to the Commission a written report concerning the powers and the actual work performed by these commissions.

The attorney, acting under these instructions, left San Francisco on July 3, 1911, and visited the railroad or public service commission of Oregon, Washington, Nebraska, Minnesota, Wisconsin, New York, Massachusetts, Maryland, Georgia, Texas and Oklahoma and the Interstate Commerce Commission, returning to his duties in San Francisco on August 22, 1911. He subsequently prepared and submitted to the Commission a detailed written report of his observations, together with recommendations for public utility legislation in this State, which report and recommendations were ordered printed by the Railroad Commission.

Thereafter, the attorney and the president of the Commission coöperated in the preparation and revision of the proposed Public Utilities Act. Copies of the first draft of the bill were sent to members of the legislature and to representatives of all the leading public utilities of the State, and several largely attended public conferences were held at the office of the Commission in San Francisco before the bill was finally introduced in the legislature on November 28, 1911. From that date until December 16, on which day the bill passed the senate, the attorney and the president of the Commission were in Sacramento rendering assistance to the legislature in connection with the Public Utilities Act. The act was approved on December 23, 1911, and became effective on March 23, 1912.

FORMAL PROCEEDINGS.

The Rules of Practice and Procedure to govern formal matters before the Railroad Commission were prepared by the attorney and were adopted on March 13, 1912, to be effective on March 23, 1912. These rules define a formal proceeding as being one which contemplates a hearing before the Commission or a Commissioner, sitting in a judicial or quasi-judicial capacity. Formal proceedings may be upon either (a) a complaint or (b) an application. A complaint means a formal proceeding, brought upon the Commission's own motion or upon complaint of a third party, but having for its object the rendition of an order or decision which can be enforced by the Commission. The term "application" means a formal proceeding brought by a public utility for the purpose of securing the Commission's authorization or permission to perform an act.

The rules prescribe carefully the requirements with reference to the filing both of formal complaints and of formal applications. After prescribing certain general formulas applicable to all formal proceedings and to complaints, hearings and rehearings, the rules contain definite specifications for applications for the construction, alteration or abolition of railroad crossings; safety devices at railroad crossings; new construction or extensions; franchises and permits; the sale, lease, assignment, mortgage or other disposition of property; the acquisition

of part or all of the capital stock of another public utility; authorizations of issues of stocks, bonds, notes and other evidences of indebtedness; increases in charges; relief from long and short haul rule; refunding of excessive or discriminatory charges; and extensions of time to file reports or comply with the Commission's orders.

The pleadings in all formal complaints and applications are handled by the Legal Department. As the pleadings are filed they are examined by the department as to their sufficiency and their compliance with the Rules of Practice and Procedure, and the necessary orders and notices are prepared under the department's supervision. When a complaint or an application is ready to be heard, the Commission sets a day for the hearing, at which time all parties of record and other interested parties are given an opportunity to be heard. The Commissioner or Commissioners designated to hear the proceeding thereupon prepare their opinion and order, which opinion and order are presented to the Commission for thorough consideration. The Commission thereupon approves the opinion and order in their original form or as modified and orders the same filed as the opinion and order of the Railroad Commission, whereupon they become the Commission's opinion and order.

STOCK AND BOND APPLICATIONS.

The Rules of Practice and Procedure have been carefully prepared with a view to securing for the Commission all information necessary in stock and bond applications for the rendition of an intelligent judgment. At the hearings on such applications, careful examination is made into the financial condition of the applicant, its ability to pay interest or dividends on the securities proposed to be issued and the particular purpose or purposes for which the different items of the proposed issue are to be used.

The Commission's order on such applications prescribes the purposes and amounts for which the issue authorized or the proceeds thereof may be used, directs the applicant to report, under oath, the sale or sales of the securities or obligations authorized and the terms and conditions of sale and the amount realized therefrom, requires the applicant to make a verified report once each month showing in detail the use and application by it of the moneys so realized until such moneys shall have been fully expended, and specifies such condition or conditions and prescribes such terms as the Commission may deem reasonable and necessary to the exercise of its permission.

The Commission's department of statistics and accounts makes careful check of the monthly reports, so that the Commission may be assured that the applicant has complied with the Commission's order in the matter of the issue of stock, bonds, or other obligations and that the

moneys derived from the sale thereof are used only for the purposes and in the amounts specified in the order.

COURT WORK.

This department has handled only one case in court. On December 7, 1911, the Commission was served with copy of complaint for an injunction in the case of *Southern Pacific Company vs. The Railroad Commission*, in the district court of the United States for the Northern District of California, Case No. 15410. In that case the Southern Pacific Company secured a temporary restraining order and asked for a permanent injunction against the enforcement of this Commission's order in what is known as the *San Pedro Rate Case*, affecting the rates on certain commodities, particularly lumber, moving between Los Angeles and San Pedro. The complaint alleged that the Commission's order was unlawful because it interfered with interstate commerce, confiscated complainant's property and denied to complainant the equal protection of the laws. On December 11, 1911, this department appeared in court and filed its demurrers to the complaint. Argument was had and the case was submitted on the same day. Thereafter, on February 7, 1912, the court rendered its decision on the demurrers, sustaining the demurrers and dismissing the complaint without leave to amend. No appeal was taken. The Commission's order went into effect and the Southern Pacific Company paid to the shippers the excess charges which they had collected subsequent to the effective date of the order.

No other decision of this Commission has been questioned in court. The provisions of the Public Utilities Act with reference to procedure have been drawn with considerable care, so as to insure swiftness and certainty in the proceedings, both before the Commission and before the courts. The decisions of the Commission on questions of fact are conclusive. No cause of action can arise out of any order or decision of the Commission except in favor of a person or corporation which shall first have applied to the Commission for a rehearing, specifying the grounds thereof. If, after such rehearing has been denied, or if, after the same has been granted, such person or corporation is still dissatisfied with the Commission's decision, the remedy is a review in the state supreme court, on which review no additional evidence can be introduced and the sole question is whether the Commission has exceeded its jurisdiction. In this way it is possible to secure speedily a decision of the highest court of this State.

OPINIONS.

The legal department has been called upon by the Commission from time to time to render opinions on legal questions submitted by the Commission. A large number of such opinions have been rendered by

the department. The most important is probably the opinion on the powers of the Railroad Commission and of incorporated cities and towns over public utilities, which opinion was approved by the Railroad Commission on May 24, 1912, and ordered printed and distributed among the incorporated cities and towns of the State for the information of their officials.

GENERAL DUTIES.

In addition to the foregoing duties, this department has handled a large amount of correspondence with persons seeking information as to the powers and duties of the Commission or the procedure to be followed in formal or informal matters and other legal questions, and has spent considerable time in conferring with persons calling at the office of the Commission for the purpose of securing similar information. It has also been the duty of the department to prepare orders, pleadings and other legal documents for the Commission.

RATES.

RATE DEPARTMENT.

The Rate Department of the Commission is under the supervision of the Rate Expert, and to facilitate the handling of the vast amount of work which devolves upon it, it has been subdivided into the following divisions: Transportation; Telephone and Telegraph; Electric Light and Power; Water; Warehouse, and Complaints. Each division is under the direct charge of an assistant rate expert, and in addition two clerks are assigned to the transportation division. Four stenographers have also been assigned to this department. Each head of a division has been selected with a view to securing for that division a chief, of experience in the rate adjustments, rules, regulations, and practices of the public utilities.

All matters involving the rates of a public utility are referred to the Rate Department for investigation and recommendation. A very large number of inquiries and informal complaints are daily received and investigated. The matters complained of informally are taken up with the particular utility against which the complaint is directed and if possible an adjustment effected satisfactory to the complainant, thereby obviating the necessity of a formal hearing.

During the period covered by this report the Rate Department investigated approximately 750 informal complaints and answered a much larger number of inquiries, both written and verbal, as to the rates and practices of the utilities. At all hearings involving rates of the public utilities, a representative of the Rate Department, specialized in the rates involved, is present to assist the Commissioner who is trying the case.

TRANSPORTATION COMPANIES.

Section 17 of the Railroad Commission Act, approved February 10, 1911, required each railroad, and other transportation company, to file, in triplicate, with the Commission full and complete schedules or tariffs showing all rates and charges for the transportation of freight and passengers between points within the State, and which were in force and operation at the time the act went into effect.

In pursuance of this provision of the act, the carriers filed with the Commission all tariffs in effect and operation as of February 10, 1911, approximating 1767 publications. Subsequent to the original filing under the Railroad Commission Act, the railroads, and other transportation companies, have filed approximately 6739 publications, making a total of 8516 publications filed during the period of this report.

The checking and examination of the tariffs filed in pursuance of

the provisions of the Railroad Commission Act involved a great amount of detail work and was essential to enable the Commission to establish such rates only as were not in violation of the Constitution, or any statute of the State, or contrary to the interest of the public. Each rate, or rule, or regulation had to be affirmatively acted upon by the Commission before it could become effective, and it was necessary to check every item in a new tariff, or a supplement, against the items sought to be canceled in the then existing tariffs, in order to ascertain any increases or any inconsistencies in the proposed rates. In case the check of the tariffs developed that the carriers were endeavoring to increase rates, the Commission called upon them to justify such increases before such advanced rates would be established.

Because of the vast number of rates presented in these tariffs and supplements, it was manifestly impossible to pass on the reasonableness of the rates before establishment.

Under the provisions of the Public Utilities Act, procedure as to the filing of rate schedules was simplified and the detail work connected therewith somewhat lightened.

The Commission, under the Public Utilities Act, is not required to pass affirmatively or definitely on rate schedules as they are presented, it being sufficient under section 14 of the act, if tariffs containing the rates, fares, charges and classifications are placed on file with the Commission to establish them as the lawful rates, fares, charges or classifications of the filing carrier or carriers, except that as to such rates that are increases, or such changes in rules or regulations as result in increases the precedent action of the Commission is necessary before such rates, or rules, or regulations become lawful rates, rules, or regulations of the filing carrier or carriers.

Section 63 of the Public Utilities Act provides that no public utility shall raise any rate, or charge, or so alter any classification, contract, rule or regulation as to result in a rate or charge under any circumstances whatsoever, except upon a showing before the Commission that such increase is justified and upon receipt from the Commission of an order authorizing the change.

Although the detail work connected with the filing of tariffs has been somewhat lightened since the Public Utilities Act became effective, there is yet a vast amount of such work. Tariffs and supplements, when presented for filing are carefully examined and checked to see that as to all changes the notice required by the statute has been given, that no increases or alterations that result in increases are included in the schedule, which have not been previously authorized by the Commission, and that the rules of the Commission have been adhered to in the construction of the schedule.

The Commission is authorized under section 14 of the Public Utilities

Act to prescribe a form of schedules to be used by carriers in filing rates or fares. To bring about much desired uniformity and simplicity in tariff publications and make possible other ready interpretation and application by laymen, the Commission has provided regulations prescribing the form and governing the construction and filing of freight and express tariffs and classifications and passenger fare schedules. These regulations are contained in the Commission's Tariff Circular No. 2, which was adopted on June 24, 1912, to become effective August 1, 1912. One of the most important regulations provided therein is that requiring carriers to indicate in tariffs or supplements increases and decreases thereby made in existing rates, or charges, or rules, or regulations by the use of uniform symbols throughout the schedules denoting increases or reductions. Another important regulation is the one limiting the number of supplements to a tariff publication and placing restriction upon the amount of subject matter that supplements may contain. Another regulation which seems to merit special mention is the one requiring a complete index of commodities upon which rates are named in a tariff, as also a full and complete index to points from and to which rates in a tariff apply.

Section 15 of the Public Utilities Act requires carriers to give thirty days' notice as to changes in rates, or fares, or rules, or regulations affecting rates, or fares, except in cases where the Commission for good cause may allow changes without requiring thirty days' statutory notice. To facilitate the publication of emergency rates the Commission has prescribed a form to be used by carriers (see Rule 99 of Tariff Circular No. 2) in making application for permission to make changes on less than the statutory notice.

During the period of this report there were 1489 such applications filed by carriers with the Commission and on which the Commission granted authority to make stated changes on less than statutory notice.

LONG AND SHORT HAUL INVESTIGATION.

On October 10, 1911, section 21, article XII, of the Constitution of the State was amended so as to place within the Commission's discretion the application of the long and short haul provision contained therein, and in pursuance of this function and looking to an investigation into the entire long and short haul matter, the Commission on October 26, 1911, issued an order and served notice to all carriers to file on or before the second day of January, 1912, a complete list of deviations from the long and short haul provision of the Constitution, and to present on or before that date for examination and investigation by the Commission, new schedules or tariffs removing all violations thereof, or in case they desired to attempt to justify such violations, carriers were directed to file application for relief from said provisions.

By a subsequent order dated January 2, 1912, the time for filing applications for relief or presenting new schedules was extended until February 15, 1912.

On or before the latter date 333 applications for relief from the long and short haul provision of the Constitution were filed by the Atchison, Topeka and Santa Fé Railway Company, California Navigation and Improvement Company, California Transportation Company, Northwestern Pacific Railroad Company, Pacific Freight Tariff Bureau, Petaluma and Santa Rosa Railway, Southern Pacific Company, San Pedro, Los Angeles and Salt Lake Railroad Company, Sacramento Transportation Company, Transcontinental Scrip Bureau, Western Pacific Railway and Wells, Fargo & Company Express. These carriers also filed with the Commission many supplementary schedules wherein rates which had been lower at distant points than at intermediate points were made to apply as maxima at the intermediate point, and other carriers eliminated entirely from tariffs all rates in violation of the long and short haul provision, obviously because there was no justification for charging a higher rate for a shorter than for a longer haul over the same route and in the same direction, the adjustment having been originally established arbitrarily or erroneously. By the filing of these supplementary schedules removing violations from the long and short haul provision of the Constitution, many thousand reductions were effected in the rates.

The 333 applications filed by the carriers did not set out all rates in violation of the long and short haul provision; such a showing would have required many thousand applications. They merely indicated typical cases of rates in violation of the long and short haul provision. The application filed by Wells, Fargo & Company Express was withdrawn and that company was directed to bring its rates within the provisions of section 21 of article XII of the Constitution of the State. The applications of the other carriers were heard at various times and much testimony taken in justification of the practice of charging more for a shorter than for a longer haul in the same direction, over the same route, the shorter being included in the longer. The Commission also made independent investigation in this matter and inasmuch as the applications of the carriers covered only typical cases of violation, it was necessary for the Commission to investigate the extent of the violations in the tariffs of the carriers.

It developed that in some cases the showing made in the application was insufficient to warrant the Commission in authorizing the continuance of the discrimination against the intermediate points, while in other cases the showing made seemed to justify the practice of charging a higher rate at an intermediate point. However, because the applications set out typical cases of departure from the long and short haul

provision and did not present the complete condition as to entire rate adjustments, there was some doubt whether the applications afforded sufficient information on which a conclusive decision of the matter could be based, and whether a decision based upon the information furnished on applications filed with the Commission would be of sufficient scope to enable carriers to apply the principle expressed therein without relying upon the Commission to determine and advise in each case other than that covered by application. Because of this condition the Commission has directed carriers to present additional information so that an entire rate adjustment will be placed before it at one time.

Because of the far-reaching effect of the decision in this matter the Commission has proceeded most carefully, endeavoring to ascertain all the facts and just what reasons, if any, would warrant a departure from an absolute long and short haul rule and it has indicated to carriers that it will not recognize as reasons justifying such departures conditions which are not actual and controlling.

EXPRESS INVESTIGATION.

Early during the Commission's administration numerous complaints were received from individuals and corporations as to discrimination in rates, over-collections and double-collections of charges, delivery and nondelivery of goods, loss and damage to goods and delay in transportation of goods by express companies. On April 11, 1911, the Commission instituted proceedings against the American Express Company, the Globe Express Company and Wells, Fargo & Company Express, calling into question the reasonableness of all rates, rules and practices of such companies in effect and operation in California.

In order to arrive at the facts and have before it full and accurate information as to the receipts and expenditures of the express companies, so as to be enabled to determine just and reasonable rates and rules and practices, the Commission issued a supplemental order directing Wells, Fargo & Company Express to furnish full and complete reports direct to the Commission from all its offices in California for the months of June and July, 1911. These reports were furnished by about 800 offices, some offices reporting daily, others weekly and semi-monthly. The number of reports received from these offices for the two months approximated 46,000. The first reports were received by the Commission during the first part of July, 1911, and supplementary and correction reports were filed until February 1, 1912. The recapitulation of the reports from the various offices of the Wells, Fargo & Company Express was made in the office of the Commission and required a number of additional clerks for the compilation. The great bulk of such work has now been completed and the services of the additional clerks have been dispensed with, with the exception of two

clerks who have been retained to make final tabulation from the figures furnished by the express companies and which should be ready so as to enable the Commission to proceed with the hearing of cases during the coming fall.

The annual report of the Commission for the year ending June 30, 1913, will contain a full and complete report of this investigation in detail.

GENERAL RATE CASES.

Of the formal cases heard by the Commission there were many which required extensive rate investigations. Prominent among those cases were the *San Joaquin Valley* case, *San Pedro* case, *Imperial Valley* case, and the *Bakersfield Distributive* case, which seem to merit special mention. Special mention also follows of such matters as would seem to indicate in a general way but clearly the nature of the work performed.

SAN JOAQUIN VALLEY CASE.

The largest single task devolving upon the Rate Department was the compilation of the schedule of rates to conform to the decision of the Commission in the *San Joaquin Valley* case.

In this case the Commission prescribed an entire new schedule of rates between San Francisco, Oakland, Stockton, Sacramento, San José, Los Angeles and intermediate points via the Atchison, Topeka and Santa Fé Railway and via the San Joaquin Valley line of the Southern Pacific Company.

The original complaint filed by the Traffic Bureau of the Merchants' Exchange of San Francisco and bills of intervention filed by commercial organizations of Stockton and Los Angeles attacked the reasonableness of main line rates only, between these cities and main line points between Stockton and Bakersfield. The Commission realized that rates from other cities to this entire territory between San Francisco and Los Angeles, including branch lines, should be adjusted simultaneously with the rates specifically called into question by the complaint.

The Commission, accordingly, confined its order to prescribing reasonable class rates between the points in question, but at the same time recommended an adjustment of rates not strictly involved in the original complaint. The carriers complied with the order and recommendation of the Commission, which resulted in a general revision and adjustment of class rates in the entire territory between San Francisco and Los Angeles via the San Joaquin Valley lines.

The Commission prescribed a basis and the Transportation Division of the Rate Department followed this basis and compiled rates between each point and the territory involved. These compilations entailed the

calculation of over 600,000 individual class rates and required the employment of several additional clerks and stenographers for the better part of six months compiling the rates prescribed and recommended by the Commission. In addition it was necessary that the work be carefully checked to prevent the authorization of rates in violation of the long and short haul provision of the Constitution, as the several routes of both carriers to San Joaquin Valley points made such an adjustment possible. When this work was completed the decision and rates filled 1300 legal size pages.

SAN PEDRO CASE.

The Board of Harbor Commissioners of the city of Los Angeles brought a complaint as to the reasonableness of the freight rates of the Southern Pacific Company and the San Pedro, Los Angeles and Salt Lake Railroad applying on their lines between Los Angeles and the harbor at San Pedro.

This case involved purely a rate matter and a great deal of time was devoted to the investigation in this case. Careful and exhaustive comparisons were made of the rates questioned with the rates between other points on the Southern Pacific Company's lines within California, which obtained under similar circumstances and conditions.

A schedule of class and commodity rates was drawn up, which was fixed by the Commission as reasonable for the service performed by the Southern Pacific Company between Los Angeles and the harbor of San Pedro.

IMPERIAL VALLEY CASE.

On June 23, 1911, various individuals and corporations engaged in the manufacturing and mercantile business in the Imperial Valley filed a complaint against the rates of the Southern Pacific Company and the Holton and Interurban Railway. The complaint against the Holton-Interurban Railway was withdrawn at the time of the hearing.

The Commission made an extensive investigation into the rates of the Southern Pacific Company between Los Angeles and Imperial Valley points and intermediate territory, and prepared a schedule of class and commodity rates between Los Angeles and Imperial Valley points which were fixed as reasonable rates for the transportation of freight by the Southern Pacific Company.

BAKERSFIELD DISTRIBUTIVE RATE CASE.

The Kern County Merchants' Association questioned the reasonableness of the rates of the Sunset Railroad Company and the Southern Pacific Company between Bakersfield and Westside oil fields.

Extensive investigation was made by the Commission into the earnings and expenses and rates of the Sunset Railroad and the McKittrick

Branch of the Southern Pacific Company. Because of the enormous dividends and profits of this road, substantial reductions were made in all rates.

PULLMAN SEAT FARES.

The practice of the Pullman Company had been to make varying charges for seats in Pullman sleeping cars on daylight trains between San Francisco and Los Angeles. In some instances, according to the number of passengers in a party occupying seats in a section, the charges varied from \$1.25 to \$1.50 per passenger. This discrimination was removed by the Commission in Case No. 219, wherein it ordered the Pullman Company to charge \$1.25 per passenger, regardless of the number of passengers in a particular party occupying seats.

INTERCHANGE OF FREIGHT BETWEEN STEAM AND ELECTRIC LINES.

One of the important principles announced by the Commission was that no discrimination should exist between the free interchange of traffic between steam and electric lines. Steam railroads had interchanged traffic only with connecting steam lines with the result that electric lines, generally built for the purpose of developing sections isolated from transportation facilities and which have proven a great benefit to farmers, had been denied the privilege of joint rates and facilities. The Commission in Case 126 directed the Atchison, Topeka and Santa Fé Railway to interchange freight with the Oakland and Antioch Electric Railway and in Case 227 directed the Western Pacific to interchange freight with the Northern Electric Railway. These orders have been of great benefit to the farmers living along the electric lines who had theretofore been compelled to haul their freight many miles to a steam road or else pay higher freight rates over the electric line in conjunction with the steam roads.

APPLICATION TO INCREASE FARES.

The Nevada-California-Oregon Railway applied to the Commission for authority to increase its passenger fares to a basis of 7 cents a mile. The Commission decided that this case warranted formal hearing and set it for trial in the city of Alturas, Modoc County, which is one of the principal places served by this road. It developed at the hearing that the proposed increases would result in additional revenue accruing to the Nevada-California-Oregon Railway amounting to \$16,000 per annum. An exhaustive investigation was made into the reports of this company, which indicated to the Commission that this road had been so profitable in the past that over fifty miles of new line had been constructed from surplus earnings and the application to establish the higher rates was denied.

INCREASE IN LUMBER RATES PREVENTED.

Shortly before the Railroad Commission Act became effective February, 1911, the Southern Pacific Company filed with the Commission a tariff increasing lumber rates from many points in the State to the territory between Rocklin and Auburn. The Commission refused to establish these new rates and the Southern Pacific Company was required to republish the former bases. A sample of the proposed rates and those required to be restored by the Commission are quoted below:

	Rates proposed.	Rates ordered restored.
Weed to Rocklin.....	\$4 40	\$3 70
Weed to Loomis.....	4 60	3 70
Weed to Penryn.....	4 80	3 70
Weed to Newcastle.....	4 90	3 70
Weed to Auburn.....	5 20	3 70

Increases of a similar nature were proposed from lumber shipping points between Red Bluff and Weed, also from Chico, Stockton, and San José.

RATE ADVANCE DENIED.

The Southern Pacific Company and The Atchison, Topeka and Santa Fé Railway filed an application to increase the rates on beans, peas, and sugar on the ground that they were hauling no goods under these rates, which had been put in to meet water competition. The Commission realized that to permit the proposed rates to be increased would not secure the carriers any more business than they were then receiving and would only have the effect of permitting the steamer lines to advance their rates, and as the steamer lines were handling all the business the application was denied.

CHANGES IN TARIFFS OF WESTERN PACIFIC AND NEVADA-CALIFORNIA-OREGON RAILWAY.

Shortly before the passage of the Railroad Commission Act, February, 1911, the Western Pacific and Nevada-California-Oregon Railway filed joint freight tariffs which in some cases increased rates and in other cases lowered them. Protest was received from shippers against proposed increases and the Commission thereupon ordered an investigation. See Case No. 118.

The matter was inquired into very thoroughly and it developed that the proposed increases were far outnumbered by proposed decreases, that is, the volume of business moving under the proposed decreases would be very much greater than that moving under the proposed increased rates. It also developed that since the building of the Western Pacific very heavy reductions in rates had been made over those

formerly paid and proposed rates represented a general tariff adjustment which on the whole would benefit the public. The application to make the changes was, therefore, granted.

RATES ON NEVADA COUNTY NARROW GAUGE RAILROAD.

For many years the Southern Pacific Company and Nevada County Narrow Gauge Railroad have maintained lower rates to Nevada City and Grass Valley on shipments in ton lots consigned to parties reached by freight teams from Nevada City or Grass Valley than applied on the same freight to Nevada City and Grass Valley proper. This had been the source of continual complaint from the receivers of freight at Nevada City and Grass Valley. When the carriers proposed to remove the inconsistencies by raising the rates on freight when destined to the mountain towns, the Commission ordered an investigation and at the same time George A. Legg of Nevada City instituted formal proceedings (see Case No. 117), calling into question the reasonableness of a transfer charge of 15 cents per ton collected on shipments for Nevada City and Grass Valley which were transferred from broad to narrow gauge cars at Colfax.

The Commission went into this matter very thoroughly and found that the increased rates on freight destined to mountain towns were not justified and required the carriers to publish the same rates to Nevada City and Grass Valley proper as well as eliminate the charge of 15 cents per ton on transfer of less than carload shipments.

NEWSPAPER TRAIN SERVICE.

For some time the San Pedro, Los Angeles and Salt Lake Railroad had been operating a special newspaper train, leaving Los Angeles early in the morning and distributing newspapers at points between Los Angeles and San Bernardino at a charge of \$41. Application was made to increase this rate to \$61 per day, which, after careful investigation, the Commission felt was not justified and declined to permit the rates to be advanced.

DEMURRAGE ORDER.

When the present Railroad Commission took office, there was in effect a statute known as the Miller Reciprocal Demurrage law. This law had raised the demurrage rate from \$1.00 per day to \$6.00 per day on all cars which consignees failed to unload within forty-eight hours or shippers failed to load within the same period.

The Railroad Commission Act, which became effective February 10, 1911, repealed this law and placed in the hands of the Railroad Commission the power to prescribe demurrage rates and rules. It was necessary for the Commission to act at once, for the reason that as soon as the new law became operative there were no demurrage rules or rates

in effect. The Commission seeing the injustice of this charge of \$6.00 reduced the rate to \$3.00 per day, and in its order prescribed reciprocal rules which obviated the necessity of consignees' suing the railroad to obtain money due for failure to furnish cars.

RATES IN EXCESS OF COMBINATION.

The tariff circular of the Commission since November, 1910, provided that no through rate should exceed the combination of intermediate rates. Notwithstanding this, many cases were called to the attention of the Commission formally and informally where through rates exceeded the aggregate of intermediate rates and the Commission in each instance required the carriers to make proper refunds. In the formal case particular reference is made to Cases 225, 230, 237, 238, 239, and 240.

TRAIN CONNECTIONS.

One of the most important provisions of the present Public Utilities Act is that which gives the Commission authority to regulate the service of transportation companies. The Commission has directed changes in time cards, in order more conveniently to serve the public. In one case it was found that a railroad operating but one passenger train a day arranged its schedule so as to leave the junction of an overland system fifteen minutes before the arrival of the train at the connecting point, thereby making it necessary for passengers to wait over practically twenty-four hours. This road ran no trains on Sunday, so that a passenger arriving at the junction Saturday was obliged to wait forty-eight hours for a connection. The Commission immediately directed the two roads to arrange the time cards so that the connection would be made.

BETTER TRAIN SERVICE.

Complaints have frequently been made that trains were not operating on convenient schedules. One case in particular was the discontinuance of a train serving the suburbs of San Francisco, which inconvenienced residents of that district. The Commission arranged to have the train put back into service on its old schedule.

NEW DEPOTS.

The Commission has found on investigation at different times that shelters were required at stations where trains stopped to receive and discharge passengers and freight, and in such cases as these it arranged for the construction of depots and side-track facilities for the accommodation of the public.

TELEPHONE AND TELEGRAPH RATES.

Section 14 (b) of the Public Utilities Act provides that every public utility other than common carriers shall file with this Commission schedules showing rates, tolls, rentals, charges and classifications col-

lected or enforced, or to be collected or enforced, together with all rules, regulations, contracts, privileges, and facilities which in any manner affect or relate to rates, tolls, rentals, classifications of service, and that the rates, tolls, rentals and charges shown on such schedules, when filed by a public utility as to which this Commission by said act acquires the power to fix any rates, tolls, rentals or charges, shall not, within any portion of the territory as to which this Commission acquires as to such public utility such power, exceed the rates, tolls, rentals or charges in effect on the tenth day of October, 1911.

On March 7, 1912, this Commission issued its General Order No. 15, calling upon every public utility of the State, other than common carriers, to comply with this section of the Public Utilities Act, which became effective on the 23d day of the same month. Two hundred and three telephone or telephone and telegraph companies and two telegraph companies have complied with this order. These tariffs or rate sheets were accepted for the time being in whatever form seemed practicable or was usual with the operating companies, pending the Commission's decision relative to the establishment of standard forms for the permanent record and uniform conveyance of such information.

STANDARD RATE SHEETS.

The Commission has found that existing practice among telephone and telegraph companies, with reference to their rate sheets, varies so widely, both in form and scope of information carried, that it has undertaken an investigation, before effecting a standardization of telephone and telegraph rate sheets.

The great number of tariff and rate sheets filed by the smaller telephone companies have been found to be, individually, comparatively simple. The larger companies have filed rate sheets and toll tariff sheets proportionately more complex and numerous. The most striking example of this is The Pacific Telephone and Telegraph Company, which because of its state-wide operations, has filed toll tariffs and exchange rate sheets comprising several large volumes, involving all the points between which they afford telephonic and telegraphic communication and at which they render telephone exchange service.

The telegraph companies being less numerous, larger in scope individually, and with a higher degree of standardization in tariff publications, have filed their standard tariff books and regulations.

GENERAL ORDER ON RATES.

The mass of tariff and rate information received proved to be very large. The first active work undertaken by the Commission relative thereto was to determine that the filings under the varied forms received

actually complied with the Public Utilities Act in being the actual rates, tolls, rentals, or charges in effect on the tenth day of October, 1911.

It was found that numerous telephone companies had interpreted the language of the Public Utilities Act as meaning such so-called "standard" rates as might have been set up, from time to time, in the various communities as the basis on which the company sought to place its charges for exchange or toll service.

Several of the telephone companies in the State instituted an immediate campaign to raise the charges or tolls that were actually in effect on October 10, 1911, to such so-called standards as might have been in existence on that date. These efforts were supplemented, in some instances, by written or printed notices mailed to such of their subscribers as chanced to be paying anything other than the so-called standard rates; whereupon, the Commission on April 17, 1912, issued its General Order No. 17, providing for the restoration of such rates, tolls, or charges as had been raised subsequent to October 10, 1911, and providing further for the refunding of such moneys as had been collected subsequent to March 23, 1912 (the effective date of the Public Utilities Act), over and above such charges, tolls, and rates as were actually in effect on October 10, 1911, and permitting such irregularities as might actually have been in effect as of October 10, 1911, to continue pending the investigations of the Commission.

To illustrate the scope of this order, it was found that The Pacific Telephone and Telegraph Company, in the course of thus standardizing its exchange rates, had raised charges in 102 different towns and cities in the State of California. Many of these cases, as they affected individual subscribers, came before the Commission in the form of informal complaints. These are elsewhere reported. Of its own initiative, the Commission, in the case of The Pacific Telephone and Telegraph Company, as in all other cases, has followed up the individual instances of raised exchange rates and has effected the restoration of the rates of October 10, 1911.

A summary of these adjustments in the rates of The Pacific Telephone and Telegraph Company is here given.

Exchange Rates on Pacific Telephone and Telegraph Company. Adjusted on Commission's Initiative.

City.	County.	Number of adjust- ments of subscribers' monthly rates.
Alameda	Alameda	31
Anaheim	Orange	3
Antioch	Contra Costa	78
Arroyo Grande	San Luis Obispo	51
Auburn	Placer	8
Bakersfield	Kern	1,135
Bangor	Butte	1
Belvedere	Marin	1
Benicia	Solano	51
Berkeley	Alameda	53
Browns Valley	Yuba	2
Chico	Butte	20
Coalinga	Fresno	33
Colton	San Bernardino	2
Delano	Kern	17
Delmar	San Diego	4
Escondido	San Diego	14
Eureka	Humboldt	10
Fallbrook	San Diego	4
Fillmore	Ventura	2
Fort Bragg	Mendocino	1
Fresno	Fresno	11
Fullerton	Orange	9
Georgetown	El Dorado	2
Glendale	Los Angeles	92
Guadalupe	Santa Barbara	1
Hanford	Kings	117
Highland	San Bernardino	2
Hollister	San Benito	158
Inglewood	Los Angeles	168
Ione	Amador	6
Jackson	Amador	9
Jamestown	Tuolumne	1
La Jolla	San Diego	29
Le Grand	Merced	3
Loleta	Humboldt	7
Long Beach	Los Angeles	8
Lompoc	Santa Barbara	13
Los Olivos	Santa Barbara	2
Loyalton	Sierra	6
Marysville	Yuba	22
Madera	Madera	125
Martinez	Contra Costa	7
Merced	Merced	8
Mill Valley	Marin	3
Modesto	Stanislaus	20
Mojave	Kern	9
Montague	Siskiyou	1
Monterey	Monterey	365
Mountain View	Santa Clara	1
National City	San Diego	11
Newport Beach	Orange	10
Nordhoff	Ventura	1
Oceanside	San Diego	10
Orange	Orange	6
Oxnard	Ventura	30
Pacific Grove	Monterey	182
Palo Alto	Santa Clara	65
Pasadena	Los Angeles	21
Paso Robles	San Luis Obispo	89
Petaluma	Sonoma	4
Pleasanton	Alameda	6
Pomona	Los Angeles	2
Porterville	Tulare	96

Exchange Rates on Pacific Telephone and Telegraph Company. Adjusted on Commission's Initiative.—Continued.

City.	County.	Number of adjust- ments of subscribers monthly rates.
Ramona	San Diego	1
Redding	Shasta	1
Redwood City	San Mateo	119
Rialto	San Bernardino	15
Richmond	Contra Costa	10
Riverside	Riverside	779
Sacramento	Sacramento	15
Salinas	Monterey	5
San Bernardino	San Bernardino	18
San Diego	San Diego	3
San Francisco .....	.....	*
San Jose	Santa Clara	13
San Luis Obispo	San Luis Obispo	518
San Mateo	San Mateo	52
San Rafael	Marin	19
Santa Ana	Orange	28
Santa Barbara	Santa Barbara	1
Santa Clara	Santa Clara	42
Santa Margarita	San Luis Obispo	2
Santa Maria	Santa Barbara	245
Santa Monica	Los Angeles	21
Santa Paula	Ventura	63
Santa Rosa	Sonoma	2
Saticoy	Ventura	2
Sonora	Tuolumne	3
Sausalito	Marin	1
Sebastopol	Sonoma	2
Smartsville	Yuba	1
Stockton	San Joaquin	266
Sunnyvale	Santa Clara	2
Tehachapi	Kern	27
Templeton	San Luis Obispo	3
Tracy	San Joaquin	45
Ukiah	Mendocino	2
Vacaville	Solano	4
Ventura	Ventura	1
Visalia	Tulare	12

* Undetermined.

In addition to the above general adjustment of exchange rentals, the Commission, on its own initiative, investigated the effect of a circular issued by The Pacific Telegraph and Telephone Company to its field forces, under date of November 1, 1911, cancelling all rates previously quoted for sending lines in connection with individual business telephones and private branch exchanges throughout the State, and limiting the use of receiving lines to private branch exchange subscribers only and altering the scale of rates covering private branch exchange service. Upon determining that the effect of this circular was to actually raise the cost of private branch exchange service in practically all cases where it became effective, the Commission ordered the restoration of private branch exchange rates in effect as of October 10, 1911, reducing the cost of this service in the following cities and towns: Alameda, Bakersfield, Berkeley, Chico, Eureka, Escondido, Fresno, Glendale, Hanford, Lodi, Long Beach, Marysville, Modesto, Napa, Palo Alto, Pasadena, Petaluma,

Richmond, Riverside, Sacramento, San Bernardino, San Diego, San Francisco, San Jose, San Luis Obispo, San Mateo, San Rafael, Santa Ana, Santa Barbara, Santa Cruz, Santa Monica, Santa Rosa, Stockton, Vallejo, Visalia, Watsonville, and Woodland.

RULES AND REGULATIONS.

In conjunction with the filing of rate sheets for both exchange and toll service and of telegraph tariffs, the Commission has insisted upon having a complete file of the rules and regulations under which the various rates, both telephone and telegraph, are put into effect. This requirement includes copies of the rules and regulations and instructions which are issued by the executive officers of the companies to their subordinates in the field. This information has been found of great value in gauging the actual effect of a rate as applied to an individual consumer by the operating companies.

A particular instance of the effectiveness of this investigation is the restoration of the charge for private branch exchange service, the cost of which had actually been increased by a "circular of instruction," the effect of which was to withdraw one class of service in favor of another. The informal complaints which have been considered or may be under investigation by the Commission illustrate the imperative importance of a close scrutiny of rules and regulations, public and private, in conjunction with actual tolls and rates.

INVESTIGATIONS.

Up to the close of this report, each and every case, whether formal or informal, involving telephone and telegraph interests has been the subject of extended investigations, the particular scope of which is indicated in the summary of cases. Some of the other investigations under way by this department, under the several sections of the Public Utilities Act involving telephone and telegraph companies, are the following:

Distribution of toll revenues as between separate exchanges and the toll systems.

An analysis of the financial statements of The Pacific Telegraph and Telephone Company made on the basis of a 15 per cent apportionment of toll revenue to exchange accounts in comparison with the same fiscal statement made on the basis of 30 per cent apportionment of toll revenue to exchange accounts, with particular reference to the influence of toll revenues on exchange rates and *vice versa*.

Investigations of the financial statements submitted by The Pacific Telegraph and Telephone Company, and other companies, to various municipalities, with particular reference to the influence of toll rates, by revenue segregations, on exchange accounts.

An investigation of the relations of The Pacific Telegraph and Telephone Company with the American Bell Telephone and Telegraph Com-

pany, with particular reference to the reasonableness of the $4\frac{1}{2}$ per cent tax on gross revenue, levied by the latter and paid by the former company, and its influence on exchange and toll rates.

An investigation of inventory accounts of The Pacific Telephone and Telegraph Company, and various other companies, with particular reference to the bearing on just and reasonable telephone exchange and toll rates.

An investigation of depreciation and repair accounts as maintained by The Pacific Telephone and Telegraph Company, and other companies, with particular reference to the bearing they may have on equitable and just rates.

An investigation of the contract relations existing between The Pacific Telephone and Telegraph Company and the Western Electric Company of Chicago, with particular reference to the bearing that it may have on the rates of the former through the association of the two, now existing.

An investigation of the contract relations existing between The Pacific Telephone and Telegraph Company, and various subsidiary or connecting companies, with particular reference to the influence that may result in local exchange rates and toll rates by virtue of revenue distribution.

An investigation of the partial practice of some telephone companies of requiring a deposit as a condition precedent to the installation of service, with particular reference to its reasonableness as a condition affecting rates.

An investigation of the contract relations between various telephone companies and subsidiary so-called farmer line companies, with particular reference to the extension of telephone service into rural communities at a just and reasonable rate.

An investigation of the practice of the Pacific Telephone and Telegraph Company in handling calls by the public for telegraph service, with reference to alleged discrimination as between the telegraph companies.

An investigation of alleged discrimination against various small communities in the matter of the ultimate delivery of telegraph messages, with particular reference to the extension of telegraph service more generally into the smaller communities, and with particular reference to the expansion of telegraph service at reasonable and just rates.

An investigation of the relations existing between The Pacific Telephone and Telegraph Company and the Western Union Telegraph Company by virtue of which telegraph messages are delivered and forwarded to points not reached by the telegraph lines, and the reasonableness of the combination rates thus imposed.

An investigation of the varied collection routines practiced by various telephone companies, with particular reference to the reasonableness of the rate that actually results therefrom.

An investigation of the adequacy of telephone and telegraph service under competitive conditions as compared with noncompetitive conditions and the reasonableness of the rates resulting, traceable to these influences.

An investigation of the reasonableness of various proposed schedules for the several classes of telephone service in the various communities of the State, with particular reference to the adoption of fair standard rates.

An investigation of facilities of various telephone companies, a particular illustration of which is the determination of The Pacific Telephone and Telegraph Company to lay a new transbay cable, which, it develops, will be the largest telephone submarine cable in the world, designed to accommodate the anticipated new business to be expected as the result of a reduction of transbay rate from 15 cents to 10 cents, which, by stipulation with this Commission, will be effective September 1, 1912.

FORMAL TELEPHONE CASES.

The number of informal cases which have passed through the telephone rate department for investigation and recommendation, from the standpoint of rates, has been few in comparison with the number of similar cases that have been disposed of by action initiated by the Commission, as indicated by the attached summary of cases.

Referring to formal proceedings elsewhere reported in detail: Application No. 2 of The Pacific Telephone and Telegraph Company has occasioned the most extensive investigations. This application was for "leave to continue to charge the toll rates in effect on the tenth day of October, 1911, until the further order of the Commission," followed by the application of the company to publish and file rates based upon a certain proposed basic rate.

Case No. 272, *Glenn County Telephone and Telegraph Company vs. The Pacific Telephone and Telegraph Company*, and Case No. 271, *Tchama County Telephone and Telegraph Company vs. The Pacific Telephone and Telegraph Company*, involve the question of physical connection, and are now before the Commission.

Application No. 54-58. The Pacific Telephone and Telegraph Company to purchase the capital stock of the Home Telephone Company of Pasadena and to sell or lease its telephone exchange at Pasadena to the Home Telephone Company, has been disposed of by the Commission, the order being on file and elsewhere reported.

Application No. 85, Lindsay Home Telephone and Telegraph Company to raise certain rates for certain classes of service, has been disposed of, the order being in the official files and elsewhere reported.

ELECTRIC AND GAS RATES.

Complete records of effective and canceled gas and electric rate schedules or tariffs, together with copies of contracts, rules and regulations, lists of deviations, and data relating thereto, are kept on file for the information of the Commission.

Notwithstanding the great mass of correspondence resulting from early misunderstandings on the part of the public and the corporations affected as to the scope of the Public Utilities Act and questions regarding the jurisdiction of the Commission and the local jurisdiction of the several incorporated towns and cities over public utilities, reports have been received from 299 corporations, municipalities and individuals operating as public utilities or organized for the purpose of supplying electric energy or gas to the public.

In compliance with the Commission's General Order No. 15, issued under date of March 7, 1912, 152 gas and electric corporations reported as public utilities, as defined under section 2 of the Public Utilities Act, 134 reported as inactive or nonoperating, and 13 were municipal electric plants.

In addition to receiving, classifying and filing some 1,274 rate schedules, copies of rules and regulations and contract forms, and numerous special contracts and deviation lists, together with the necessarily large volume of correspondence relating thereto, the Commission is actively prosecuting investigations into the rate systems of the gas and electric corporations of the State.

Rate schedules, classifications, rules, and regulations have been temporarily accepted for filing in such form as was convenient to the utilities pending the adoption by the Commission of rules and regulations prescribing the form and governing the uniform construction, issuance and filing of such schedules and classifications. A careful and thorough investigation is being conducted along this line and it is expected that the result of this investigation, together with recommendations, will be incorporated in a special report to the Commission at an early date.

There is a wide variation in the character and classification of electric and gas rates filed by the utilities of this State, and it is at once evident that, in their preparation, too little consideration has been given both to the cost and character of the service rendered and to the characteristics of consumers' demand.

The flat rate schedules for electric lighting service filed are based almost entirely upon arbitrary and obsolete standards, and while flat rates for electric power are on a more logical uniform basis, there is evidence of much discrimination between classes of service in their application. Gas is sold exclusively on a meter basis, except in a few instances where natural gas is supplied for boiler purposes. The use of meters in connection with the supplying of electric current is rapidly

increasing in California, and this advance, inasmuch as probably 85 per cent of the energy supplied to the public is alternating current, is largely the result of the recent introduction of a simple type of single phase induction meter, which is available at a cost far below that of the instruments in general use a year ago. This reduction in the cost of meters has had an almost immediate effect on the smaller operating companies as well as on the business of the larger utilities, and has been of material assistance in solving the problem of the small residence consumer.

Power is delivered to the consumer ordinarily at 220 or 440 volts, and the use of relatively expensive two and three phase meters is giving way to the more economical arrangement involving the use of two single phase meters for this service. This system of metering has also the advantage of reducing the meter investment by making the power meters available at all times on the lighting circuit and *vice versa*.

In rural communities power is usually delivered to the consumer from two or three phase lines at the primary distribution voltage, which varies from 1,100 volts to 11,000 volts, and the current is usually metered on the low tension side of consumers' transformers in order to save the expense of primary meters.

The meter rates in effect in California are largely the result of expediency or simple evolution, although they have been controlled somewhat by competitive conditions and the natural competition between electricity and other sources of light and power. Competition between gas and electricity is not active, owing to the control of both utilities operating in the same locality by the same interests.

The Commission has under careful study the entire matter of meter rates and charges and is collecting information and data with a view of establishing uniform rules and classifications governing meter practice in general.

METER DEPOSITS.

Meter deposits varying from \$2.00 to \$5.00 are at this time required by a large number of operating electrical and gas corporations, but the practice is not uniform even over single distribution systems. This matter is a subject of careful investigation and will be covered by special ruling as soon as a final conclusion has been reached.

MONTHLY MINIMUM CHARGES.

The practice regarding monthly minimum charges in this State is fairly uniform for lighting service, both gas and electric, following an arbitrary precedent long established. For electric lighting, the prevailing custom is to fix the monthly minimum charge at \$1.00 per month per meter, irrespective of consumer's installation, and for gas lighting, the usual minimum charge is 50 cents per month per meter. Among the

smaller operating utilities, considerable variation is found in the matter of monthly minimum charges, several utilities reporting a minimum from \$2.00 to \$2.50 per month.

Both monthly and annual minimum charges for electric power service are as a rule based on the rated capacity of consumer's installation without regard to the actual demand created by such installation on the utility's plant and system. The monthly charge varies from 75 cents to \$1.50 per horsepower connected and the annual charge from \$6.00 to \$12.00 per horsepower connected, according to the class of service rendered.

SERVICE CHARGES.

The practice of making a service charge is not general in this State and few electric corporations have, at this time, reported charging the consumer for service connection, although this failure to report in a number of instances has been due to a misunderstanding on the part of the utilities as to the requirements of the law rather than to an absence of such charge. This matter is the subject of much correspondence between the Commission and the utilities affected, and a complete filing of all service charges and practice relating thereto will be completed in the near future.

Electric service charges in some instances are made to cover the cost of the service connection, although the material used in such connection invariably remains the property of the utility, while other charges reported or ascertained by investigation are simply arbitrary sums which have been established by practice or precedent.

MISCELLANEOUS CHARGES.

It has for some years been customary with many of the electric and gas corporations in this State to require certain classes of consumers to advance the cost of electric power line and gas main extensions before service would be supplied. In certain cases, the amounts so paid by consumers have been or are being rebated at a rate of from 20 per cent to 50 per cent of the amount of consumer's monthly bill for the product, commodity or service supplied by the utility, and in other cases, the amounts paid by consumers were simply considered by the utility to be the price of the service connection, through which payment the consumer acquired no right other than that of receiving service at such rate as the utility had established.

In certain portions of the State it is the custom to require that the consumer supply at his own expense the necessary line transformers for reducing the primary line voltage to the operating voltage of his motors, and in certain instances the consumer is also required to purchase and pay for the installation of necessary meters. These practices are being given careful attention by the Commission.

RULES AND REGULATIONS.

Section 13 (c) of the Public Utilities Act provides that all rules and regulations enforced by a public utility and affecting or pertaining to its charges for service to the public shall be just and reasonable and the Commission has at present under investigation the general question of rules and regulations established by the utilities covering the sale and delivery of their commodities to consumers. This line of investigation involves an analysis of all the effective rules, regulations and contracts filed with the Commission.

DEVIATIONS FROM SCHEDULES.

Section 17 (b) of the Public Utilities Act prohibits deviations from effective rates, charges, rules, facilities or provisions except by rule or order of the Commission, and at present a careful investigation is being made into the number, character and classification of deviations which have been temporarily accepted for filing, pending further action by the Commission.

SPECIAL INVESTIGATIONS.

The Commission has investigated and analyzed a large number of schedules, single rates, charges, classifications and practices in connection with both informal and formal matters. Detailed investigations have also been conducted into the service conditions at various points.

In general, it will at once be evident that matters before the Commission involving service standards, safety devices for the protection of the public or affecting in any way the capital investment against which interest must be charged will react immediately upon the rates charged by the utility, and these matters which come before the Commission are given careful consideration from a rate standpoint.

RATE REDUCTIONS SANCTIONED.

Permission to reduce rates on less than statutory notice, under section 15 of the Public Utilities Act, has been granted in the following specific instances:

1. On June 14, 1912, permission was granted, after investigation, to the Southern California Gas Company of Los Angeles, under its application, to establish certain reduced rates for gas on sixteen days' notice and eliminate discrimination by making the reduced rates uniform throughout the incorporated city of Los Angeles and adjacent territory served by this utility.

2. On June 14, 1912, after investigation, permission was granted to the Los Angeles Gas and Electric Corporation of Los Angeles, under its application of June 7, 1912, to establish certain reduced gas rates on sixteen days' notice and to eliminate discrimination, prohibited by section 19 of the Public Utilities Act, by making the rates authorized uniform in the municipalities of Los Angeles, Pasadena, Vernon, Alham-

bra, South Pasadena, Eagle Rock, Huntington Park, Watts, Inglewood, and throughout the unincorporated portions of Los Angeles County served by this utility.

3. On June 14, 1912, after investigation and comparison with rates then effective, permission was granted to the Los Angeles Gas and Electric Corporation of Los Angeles, under its application dated June 7, 1912, to establish certain reduced rates for electric service on sixteen days' notice and to eliminate discrimination by making the reduced rate uniform in the incorporated cities and throughout the unincorporated territory served by this utility in Los Angeles County.

GENERAL GAS AND ELECTRIC CASES.

Application No. 35—Great Western Power Company. This application for a certificate of public convenience and necessity and authorization to exercise certain franchise rights and privileges in the counties of Sonoma, Solano, Napa, and Marin, and in various cities and towns in said counties, including Santa Rosa, Petaluma, Sebastopol, Napa, and Vallejo, under the provisions of section 50 (a), 50 (b), and 50 (c) of the Public Utilities Act, is of particular interest from the rate standpoint. Here the Great Western Power Company sought to enter a field which was at the time being served by the Pacific Gas and Electric Company and several smaller utilities, and its application was strenuously contested at every point, notwithstanding the fact that it had previously canvassed the entire territory, secured franchises, signed numerous contracts for service and had expended a large sum of money on actual construction before the Public Utilities Act became effective.

The decision of the Commission in this case and application, dated June 18, 1912, after a careful analysis of the evidence, lays down certain broad principles as to the rights of a public utility and its duties to the public; incidentally the right of a utility to claim immunity from competition is discussed and precedent established which will result in a general improvement in service and a more liberal policy throughout the State.

The direct result of the Commission's decision in this case was to allow competition over a considerable portion of the territory covered by the Great Western Power Company's application, with attendant reductions in rates over the competitive zone. The indirect results of the decision have been much more general and have made possible important reductions in rates, since realized, throughout the counties of San Mateo, Santa Clara, Contra Costa, Marin, Sonoma, Napa, Solano, Sacramento, Placer, Nevada, Butte, Colusa, Yuba, Sutter, and Yolo.

Application No. 62—Northern California Power Company, Consolidated. Application for authorization to increase certain rates for electric power and light supplied in unincorporated territory in the counties of Shasta and Tehama was made by Northern California Power Com-

pany, Consolidated. At the hearing of this application in Red Bluff, on June 24, 1912, little evidence was submitted by the applicant in justification of the proposed rate, but it clearly developed that, as a result of former reckless competition, discriminatory practices were the rule rather than the exception and that the business of applicant in the territory involved was in a demoralized condition.

In order to grant temporary relief and eliminate the widespread discrimination, the Commission directed a restoration of power rates as in effect before the advent of competition throughout the territory referred to in the application, with the exception that the method of basing a minimum charge for power was corrected to a basis of measured demand as superseding the old method of rating such charges on the installed capacity of consumers' motors. The top rate for lighting was ordered reduced 10 per cent for secondary service and 20 per cent for primary service, and the applicant was directed to eliminate all flat rates for lighting and substitute meters. Several months will be required before this investigation is completed and a final conclusion reached.

Application No. 64—Oro Electric Corporation. Application of the Oro Electric Corporation for a certificate of public convenience and necessity.

Applicant proposes and desires to install an additional hydroelectric plant in the county of Plumas near the confluence of Yellow Creek, Indian Creek, and Feather River, and desires to maintain and operate transmission and distribution lines and equipment in the counties of Plumas, Butte, Yuba, Sutter, Colusa, Yolo, Solano, Contra Costa, Alameda, Sacramento, San Joaquin, and Calaveras, in this State.

At the hearing of this application before the Commission, petitioner submitted certain rates for electric power which it was stated were lower than the existing rates of other utilities operating within the territory involved in the application.

Application No. 69—Pacific Gas and Electric Company. Application of the Pacific Gas and Electric Company for a certificate of public convenience and necessity. Petitioner proposes and desires to construct two hydroelectric plants with reservoirs, dams, conduits, ditches, flumes and appurtenances on and near Bear River, Placer County, and to construct and operate an electric transmission line from said plants through the counties of Placer, Nevada, Yuba, Sutter, Yolo, and Solano to a point in Solano County opposite Crockett in Contra Costa County.

Of the initial installation of 40,000 kilowatts, 20,000 kilowatts will take the place of an equivalent amount of electric energy which is now being purchased from the Great Western Power Company under contract, and the remaining 20,000 kilowatts of the first installation will be utilized to take care of applicant's growing business throughout northern and central California.

The application was granted by the Commission and the completion of this plant may have a material effect on the rates charged in the territory served by this utility.

Application No. 79—Truckee River General Electric Company. Application of the Truckee River General Electric Company for permission to continue deviation from filed rates. Although applicant has only one customer in the State of California, it filed with the Commission on May 2, 1912, a schedule setting forth rates to be charged in case a general business was transacted in this State. The application asks for permission to continue a contract rate charged to the Floriston Pulp and Paper Company. The application was granted.

Application No. 96—Santa Maria Gas and Power Company. Application of the Santa Maria Gas and Power Company for permission to charge less than rates specified in the schedule on file. Petitioner desired to continue reduced rates to customers adjacent to the town of Santa Maria, within the incorporated limits of which the rate has been established by the municipality at \$1.00 per thousand. The matter was investigated by this department and the application granted.

Application No. 104 (combined with Application 81 and Case 286). Application of the Tulare County Power Company for a certificate of public convenience and necessity. The petitioner had heretofore entered into a contract with the San Joaquin Light and Power Corporation for the purchase of 1,000 horse power, to be taken continuously throughout the year, and proposes and desires to construct and operate transmission distribution lines in the county of Tulare and the cities of Lindsay, Exeter and Tulare. The application was granted after hearing and investigation.

WATER RATES.

By the provisions of the Public Utilities Act, water corporations, including every corporation or person, their lessees, trustees, receivers or trustees appointed by any court whatsoever, owning, controlling, operating or managing any water system for compensation within this State, were placed under the jurisdiction of this Commission, except in cases where such jurisdiction was vested in any city and county or incorporated city or town, and in pursuance of the provisions of section 14b of the Public Utilities Act, such water corporations were by General Order 15, issued March 7, 1912, called upon to file schedules showing all rates, rentals and charges collected or in force, together with all rules, regulations, privileges and facilities which affected or related to rates, tolls, rentals or service, and which were not to exceed the rates, tolls or rentals in effect and operation as of October 10, 1911.

The original list of water corporations obtained by the Commission contained the names of 984 such corporations and of these about one half, or approximately 450, made a report of some kind to the Commis-

sion within thirty days from the date the original order was sent out. The number not reporting was reduced to about 120 companies by June 1, 1912.

The inquiry to determine the status of each company developed that many of these so-called corporations were mutual companies furnishing water to stockholders only at the actual cost of operating; that a few were plants owned and operated by various municipalities for the purpose of furnishing water to parties within the municipality; that others were dormant and in the process of dissolution as public utilities; that others were public utilities in name only, exercising no function, and had, because of transfer of the property, become, to all practical purposes, defunct; that some were holding companies not actively engaged in the business of furnishing water, merely holding the stock of other active companies; also that many companies were but in the process of construction and development.

Of the 984 water companies investigated, it developed that but 307 companies were active public utilities; that 485 were mutual organizations and that 148 were organized as public utilities, but inactive as to service for various reasons, and as to the remaining 44 companies, sufficient facts are not yet in the possession of the Commission to permit of classification.

Of the 485 companies operating as mutual organizations, either by reason of such limitations being embodied in the by-laws or by common consent, some 50 or 60 appeared by their articles of incorporation to have been organized along lines which would enable them to engage in the general sale and distribution of water to the public for compensation. These companies and particularly that portion thereof which insisted upon being classified with regard to the Railroad Commission's jurisdiction as pertaining to them, were advised that if they desired to operate as mutual organizations and be relieved from the responsibility of reporting to this Commission and filing schedules of rates therewith, it would be necessary to amend the articles of incorporation in such manner as would confine the service to stockholders alone. Acting upon this advice, several of these companies proceeded to amend their articles of incorporation as suggested. Others are now doing so and a few will remain as originally organized and in compliance with the Public Utilities Act, as interpreted by the Commission, make reports and file schedules showing rates.

In the absence of rules or regulations prescribing the form, schedules showing rates were accepted in whatever form submitted. In many cases contracts covering a term of years were filed by some of the irrigation companies in lieu of rate schedules. A large percentage of the schedules filed consisted of copies of ordinances fixed by the various

municipalities within which such public utilities are operating, service extending in some cases to consumers outside the corporate limits.

Rules and regulations designed to govern the form and manner of filing rate schedules are now in course of preparation, and when issued should make towards uniformity and simplicity in the publication of water rates.

WAREHOUSE AND WHARF RATES.

By the provisions of the Public Utilities Act, "Warehousemen and Wharfingers," as defined in the act, were placed under the jurisdiction of the Commission, except in cases where such powers of control as were given to the Commission were already vested in any city and county, or incorporated city or town, and in pursuance of the provisions of section 14b of the Public Utilities Act, such warehousemen and wharfingers were, by General Order No. 15, issued March 7, 1912, called upon to file schedules showing all rates, rentals and charges collected or in force, together with all rules, regulations, privileges, and facilities which affected or related to rates, tolls, rentals or service, and which were not to exceed the rates, tolls or rentals in effect and operation as of October 10, 1911.

The original list of warehousemen and wharfingers obtained by the Commission contained the names of 872 concerns, and of these about 205 reported as engaged in a public utility business and as operating 423 warehouses. These companies regularly filed schedules showing the rates of charges for storage, together with all rules and regulations affecting same. About 20 dock and wharf companies also filed schedules in compliance with the Commission's order. Approximately 275 private warehouses, or warehouses which had discontinued operating as public utilities, so reported to the Commission. This accounted for 718 of the 872 concerns originally listed. It has been determined that many of the balance have long since become defunct and were erroneously listed as public utilities. There remain about 70 concerns listed originally as warehousemen or wharfingers about which there is some doubt as to the nature of their business.

Because of the many and various ramifications of the warehouse business, it was early necessary for the Commission to indicate conclusively just what classes of warehouses would be considered as operating a public utility business. The Commission therefore indicated its interpretation of the term "warehouseman," as defined in section 2aa of the Public Utilities Act, to mean—every corporation or person, their lessees, trustees, receivers or trustees appointed by any court whatsoever, owning, controlling, operating or managing any building or structure in which property engaged or intended to be thereafter engaged in commercial intercourse is regularly stored for compensation within this State, in connection with or to facilitate the transportation of such

property by a common carrier or vessel, or the loading or unloading of the same, other than a dock, wharf or structure, owned, operated, controlled or managed by a wharfinger.

The Commission held that the words "in connection with or to facilitate the transportation by a common carrier or vessel, or the loading or unloading of the same" do not limit the applicability of section 2aa to warehouses owned or operated by common carriers, but apply to all warehouses in which property engaged or intended to be thereafter engaged in commercial intercourse is stored after having been transported or before being transported by a common carrier or vessel, and that the fact that a warehouse used to store property for compensation is located on a spur track or other railway track or navigable water is almost conclusive evidence that its owner or proprietor is a "warehouseman" under the Public Utilities Act, for the reason that such warehouses are almost always used in connection with the transportation by a common carrier or vessel of property engaged or intended to be engaged in commercial intercourse, but that warehouses not so located may nevertheless also come within the provision of the act if they are used for the purpose hereinbefore specified.

In the absence of rules and regulations prescribing the form, schedules showing rates, rules and regulations of the warehouses and wharves, were accepted in whatever form submitted. In many cases the rates for storage were stated in a communication to the Commission, and in other cases warehouse receipts, on which were indicated the rates for storage were filed in lieu of schedules.

The Commission has now in the course of preparation, regulations prescribing the form and governing the filing of rate schedules by warehousemen and wharfingers, and it also has under consideration uniform rules and regulations to govern the receiving, storing and delivering of property by warehousemen.

A large amount of correspondence and investigation was necessary to develop the status of the various warehouses and wharves doing business within the State, and in some cases it was necessary to make personal investigation.

STATISTICS AND ACCOUNTS.

The department of statistics and accounts is under the charge of an auditor and a staff consisting of an assistant auditor and two clerks. One of the first duties undertaken by this division was the preparation of uniform systems of accounting for the several public utilities, as provided in section 48 of the Public Utilities Act as follows:

"The Commission shall have power to establish a system of accounts to be kept by the public utilities subject to its jurisdiction, or to classify said public utilities and to establish a system of accounts for each class, and to prescribe the manner in which such accounts shall be kept. It may also in its discretion prescribe the forms of accounts, records and memoranda to be kept by such public utilities, including the accounts, records and memoranda of the movement of traffic as well as the receipts and expenditures of moneys, and any other forms, records and memoranda which in the judgment of the commission may be necessary to carry out any of the provisions of this act. The system of accounts established by the commission and the forms of accounts, records and memoranda prescribed by it shall not be inconsistent, in the case of corporations subject to the provisions of the act of congress entitled 'An act to regulate commerce,' approved February fourth, eighteen hundred and eighty-seven, and the acts amendatory thereof and supplementary thereto, with the systems and forms from time to time established for such corporations by the interstate commerce commission, but nothing herein contained shall affect the power of the commission to prescribe forms of accounts, records and memoranda covering information in addition to that required by the interstate commerce commission. The commission may, after hearing had upon its own motion or upon complaint, prescribe by order the accounts in which particular outlays and receipts shall be entered, charged or credited. Where the commission has prescribed the forms of accounts, records or memoranda to be kept by any public utility for any of its business, it shall thereafter be unlawful for such public utility to keep any accounts, records or memoranda for such business other than those so prescribed, or those prescribed by or under the authority of any other state or of the United States, excepting such accounts, records or memoranda as shall be explanatory of and supplemental to the accounts, records or memoranda prescribed by the commission."

The accounting systems prescribed by other Commissions and by associations of the utilities have been examined. Systems have been prepared for water, electric and gas utilities and presented to the utilities for their examination.

Several problems peculiar to California have presented themselves on account of the very large territory served by many of the utilities,

and their obligation to prepare separate financial reports of their operations, in many of the incorporated cities in which they operate. There are in this state a large number of very small utilities that have not heretofore found it necessary to employ a regular bookkeeper and an effort will be made to provide a classification, as little burdensome to such utilities as possible, and at the same time provide the information required.

The utilities under the jurisdiction of the Commission have coöperated in the preparation of uniform systems of accounting. Informal conferences have been held with the representatives of these utilities and it is believed that a system of accounts will be evolved to meet satisfactorily the conditions in California.

A study has been made of the many methods proposed and in use by Railroad Commissions, and by railroads, for the segregation of revenue and expenses between those assignable to a state and those assignable to the balance of a system and as between freight and passenger. Conferences were held with representatives of the railroads and a method of segregation adopted.

These apportionments of revenue and expenses being, of necessity, to a large extent arbitrary, a large number of different principles have been proposed and the majority are defensible from one viewpoint or another. The study of the methods of apportionment proposed and the results obtained from the apportionments will be continued. It would obviously greatly enhance the value of the information obtained from any apportionments of revenue and expenses to the State if the several Commissions having jurisdiction in this territory agreed upon a uniform segregation, and an effort will be made to this end.

The examination from time to time of railroads and other utilities for which classifications are prescribed will be one of the duties of the department of statistics and accounts.

General Order No. 18, "In the matter of the filing by public utilities other than common carriers of profit and loss accounts and balance sheets," was issued in April, 1912, to obtain such statistics as were available prior to the establishment of uniform systems of accounts. A very large number of utilities have in the past kept only the most rudimentary accounts and much difficulty has been experienced in obtaining the desired information. The resulting data has been of much service in preparing the uniform systems.

General Order No. 24, issued by the Commission, requires monthly reports showing receipts and disbursements from the sale of stocks, bonds and other evidences of indebtedness of public utilities, which have been authorized to be issued by the Railroad Commission. The work of verifying these reports is rapidly growing and will in the future occupy much time.

ENGINEERING.

ORGANIZATION.

The Engineering Department of the Commission was organized in October, 1911, when the chief engineer was appointed. On account of the varied and in many instances extremely technical character of the work which this department is called upon to perform, it became necessary to employ assistant engineers who by training and experience were qualified as experts in the different branches of engineering. Since the jurisdiction of the Commission extends over all kinds of public utilities, the engineers are required to investigate the many problems relating to construction, value and service which the different classes of utilities present.

An assistant engineer is employed who is expert in hydraulics and all matters pertaining to water utilities, including the construction of dams, the layout of irrigation systems and installation of water service; another has had training and experience in electric and gas engineering, and is expert in matters relating to the installation and construction of gas and electric utilities; others are familiar with railroad construction, and are expert in matters of bridge and building design, installing safety devices and valuing real estate.

At the present time the Engineering Department consists of, 1 chief engineer; 8 assistant engineers; 4 clerks or computers, and 2 stenographers.

As the work of the Commission develops and it more fully undertakes the enormous work which devolves upon it under the provisions of the utilities act, this force must be considerably increased. Even if conducted along the most economical lines, the valuing of property of railroads and other utilities, which must be done in order that the Commission shall properly and systematically discharge its duties with respect thereto, will necessitate a specially organized force.

Up to this time the organization of the Engineering Department has only been preliminary. Only a few experts have been employed with a view of preparing for and systematically laying out the work which must hereafter be done. The work of appraisal has hardly begun. The Commission has not yet had time to take over fully the complete supervision of the service of utilities and adjust their orderly relationship to the public. The policy of the Commission in this department, as in others, has been to go slowly. Additions to the force will be made only as necessity appears to demand, in order that the highest efficiency may at all times be preserved during the period of developing the jurisdiction which the act confers.

DUTIES.

The work which the Engineering Department will be called upon to perform may be grouped under the following general heads:

- A. Inventories and appraisals of property of railroads and all other utilities, to be used in connection with rate adjustments, issuances of stocks and bonds, etc.;
- B. Investigation of service of common carriers and water utilities;
- C. Investigation of causes and responsibility for accidents, and the suggestion of remedies therefor;
- D. Inspection of safety devices and appliances of common carriers, supervising the installation thereof and recommending extension of present facilities or construction of new appliances for the further safety and protection of the public;
- E. Inspection of depot, track and other facilities of common carriers, and investigation of complaints relating thereto;
- F. Securing and preserving maps, profiles and other records of the physical property of utilities for the use of the Commission;
- G. Attending hearings before the Commission, preparing data for its use and advising in connection with all questions where the physical property and service of utilities are involved;
- H. Noting progress of work and advising the Commission of expenditures which are made by utilities under orders authorizing the issuance of securities.

INVENTORY AND APPRAISAL OF PROPERTY.

The work of valuing the railroads was begun in October, 1911, under authority of the act of February 10, 1911, chapter XX, which provided, section 20: "The Commission shall have the power to ascertain as near as practicable the actual value of all the property, real and personal, of every kind and character of every railroad or other transportation company in this State," etc. This law was superseded by the Public Utilities Act, section 47 of which provides, "The Commission shall have power to ascertain the value of the property of every public utility in this State and every fact which in its judgment may or does have any bearing on such value. The Commission shall have power to make revaluations from time to time and to ascertain all new construction, extensions and additions to the property of every public utility."

As will be noted, the act does not specify directly the purposes for which valuations are to be made. In fact, the making of any valuation is optional with the Commission. The inference, however, is that the legislature contemplated when granting the Commission the power to make valuations that they were to be used more or less directly in connection with questions pertaining to the regulation and establishment

of rates for service and in limiting the indebtedness which utilities might issue. The Commission intends to proceed with all possible dispatch in the matter of valuing the railroads and afterwards will take up the appraisal of street railroads and other utilities. However, should it become necessary at any time that the Commission be advised of the value of the property of any other class of utility in the adjudication of rate or other problems, the appraisal of such property will be made, and the department is organized with a view of carrying on such work expeditiously.

The Commission early realized the importance and necessity of having complete records of the physical property of utilities before it, if the work of appraisal was to be done economically. On October 24, 1911, orders were issued requiring railroads to immediately begin the preparation of maps and profiles, in accordance with specifications prescribed, for filing as a permanent record in its office. These specifications were later published as General Order No. 14. On March 11, 1912, another order was issued to the steam railroads of the State directing the submission of inventories of all physical property upon forms which were prepared and furnished by the Commission. These forms followed literally the Classification of Expenditures for Road and Equipment, prescribed by the Interstate Commerce Commission, which classification had been adopted by the California Commission. The advantage of this is obvious as it permits the presentation of the original cost and value of properties upon a systematic basis and is in accordance with the system of accounts which has been in use.

The Commission proposes to obtain and prepare with respect to each railroad the following statements:

Original Cost;

Estimated Cost of Reproduction — New;

Estimated Present Value.

It is proposed that the original cost of all railroads be secured and placed on file with the Commission whenever it is possible to obtain this information. With respect to some, however, particularly those having general offices in San Francisco, it will be impossible to do this as the greater part of their records were destroyed by the fire in 1906. It will generally be practicable, however, to secure the actual cost of railroads which had offices elsewhere in 1906, and also of all construction since that date. The Commission considers that unless complete information can be obtained as relating to the cost of any property, it will serve no good purpose to attempt its reconstruction from fragmentary records.

It will, however, be the policy of the Commission to secure all evidence

relating to the original cost of every property and all utilities will be required to furnish this data whenever it is possible to do so.

In the orders which have been issued the railroads have been requested to provide the Commission with estimates of the cost of reproducing the properties "new" at this time upon the basis of average prices which have obtained during recent years for labor and materials. In such estimates all real estate owned, which is used and useful, in the discharge of their duties to the public, will be included at the fair price at which such property might reasonably be expected to be secured at this time. In arriving at average prices for labor and materials the Commission has suggested that preference be given to average prices which have obtained in the State for the past three (3) years. Investigation has shown that prices in effect prior to this time were abnormally high and influenced by the unusual conditions which existed subsequent to the San Francisco fire of 1906.

The Commission has also requested that the railroads at the same time furnish it with estimates of the "Present Value" of their properties, obtained from Reproduction Value — "new," by deducting from this such losses as may be considered to have been due to depreciation from use, age, inadequacy, obsolescence, and other causes.

When the Commission has received from the railroads the maps, profiles, inventories and other records, the work of placing its own estimates of value will be greatly simplified. This policy, as will be readily observed, will contribute greatly to the economy of conducting the work. While this method of appraisal places a considerable burden of expense upon the railroads, it is not considered that it is unreasonable or unjust, as there is some compensation due to the fact that it enables them at the same time to place their own records in first-class condition. The expense of such work will naturally be much less to the railroads than it would be to the Commission were it to send its engineers out and make detailed surveys and examinations on the ground. Further, the companies are in better position to prepare this data economically because of the familiarity of their employees with the properties and office records.

After the information called for has been filed with the Commission a careful inspection of the properties will be made on the ground to test the accuracy of the returns, and revise the estimates which have been submitted to the extent its judgment suggests. Pending the filing of this data, the Commission's engineers have been engaged in compiling cost data from the records of all construction which has been completed within the State during recent years, including examination of all transfers of real estate. In this manner a uniform schedule of prices has been organized, based upon information thus obtained, for appli-

cation to the items of construction, materials and property which will be submitted in the inventories.

The work of inventory and appraisal will generally be divided under the following heads, viz:

1. Right of Way Investigations;
2. Field Inspections of Track and Way Structures;
3. Inspections of Shop Machinery and Special Structures;
4. Inspections of Interlocking and Signaling Appliances;
5. Inspections of Boats and Water Craft;
6. Inspections of Rolling Stock and Equipment;
7. Office Force for Compiling Appraisals.

ORIGINAL COST VERSUS PRODUCTION VALUE.

If it were practicable to determine, even with a reasonable degree of accuracy, the amounts which have actually been expended by utilities in bringing their properties up to their present state of development, including all original expenditures for construction and subsequent outlays for permanent improvements, betterments and equipment, this "investment" would constitute a definite basis for valuation.

As before stated, however, except in cases of recent construction, it will be practically impossible to ascertain the amount of actual investment. Records have been lost and destroyed and the accounting systems have been such in many cases that charges which should have gone to capital have been placed in operating expenses and cannot now be segregated. To attempt to establish the investment from such fragmentary cost records as generally exist would give results that would not be uniform as between the different utilities. Investigation into cost records in those cases where all of the original cost cannot be obtained is, however, of great value and should be made in all cases, but for another purpose than to establish the investment.

Another basis for appraising property of utilities is the Reproduction Value — "new," that is, the cost of duplicating the property "new" by applying such average prices for land, labor and material as might reasonably be expected to obtain were the property to be reconstructed to-day. Such valuation should approximate the investment, especially if completed under normal conditions. It has the further merit of permitting the application of a uniform and indiscriminate method of appraisal to all properties alike.

Having found the reproduction value, the present value of the property can be ascertained by deducting from this such amounts as may be considered as being properly due to depreciation from use, age and other causes; also by adding for appreciation such items as increase in value with age.

The reproduction value basis of appraisal reflects such increases in value as may have been experienced by adjoining real estate and when such increases are added, permits utilities to participate to this extent in the general prosperity of the country.

REAL ESTATE.

In ascertaining the value of the property of utilities, particularly railroads, the real estate becomes an important element. There has been much discussion among authorities as to the proper method which should be applied when estimating the value of real estate on a reproduction basis. It is a well known principle that utilities must pay considerably in excess of market value when acquiring real estate. Boards of condemnation, in addition to market value, make allowances for damages by reason of severance and otherwise. Rather than condemn, utilities generally pay largely in excess of market value for real estate, as an inducement for owners to part with property.

The ratio between the market value and amounts paid for real estate, generally called "multiple," varies greatly. In some cases land is donated, in others as much as 1,000 per cent is paid by utilities rather than incur the antagonism of owners by instituting condemnation proceedings. Condemnation boards often assess as much as 400 or 500 per cent of market value of land to cover damages to the remaining land for severance, etc. The amount of damages assessable will depend among other things upon the acquisition of an entire tract or part thereof, its relation to the other portions in case of severance or the proximity of the utility to houses, orchards, and other improvements.

In country sparsely settled, the general custom has been to donate to utilities, particularly railroads, the land necessary for their operation. New railroads thereafter entering the same territory must purchase right of way, often at excessive prices. In estimating the reproduction value of land owned by these railroads the same basis should be used. The vital question is, how much in excess of the market value of adjoining land must the land owned by utilities be estimated for utility purposes?

The practice of other states in making appraisals of lands owned by railroads on the reproduction basis has been to ascertain as far as possible the relation which might reasonably be held to exist generally between the market value of adjoining land and the value of land acquired for railroad purposes. This is determined by investigating actual transfers of property to railroads under different conditions in different parts of a state and averaging results. It is found that a much larger multiple usually obtains in case of farming lands than in case of lands acquired within city limits. A multiple as high as 2 has been used for the former and from 1.25 to 1.75 for the latter.

As a preliminary to the appraising of land of railroads in California, extensive investigations have been made into the actual transfers of property to railroads constructed since 1906. The deeds and vouchers have been examined enabling the actual cost of each tract of land to be determined and the market value at time of purchase has been ascertained by interviews with real estate agents, bankers and other persons familiar with its value and also by investigation of actual transfers of land in the vicinity and inquiry into the price at which lands then on the market were held.

In this way the relation which existed at the time of purchase between the market value and the amount actually paid for land was determined. As may well be believed this ratio varies not only for different railroads in different parts of the state but for different tracts similarly situated in the same vicinity.

The Commission will continue its investigations into these matters with a view of finally reaching results that may be considered as conclusive so far as transfer of land to utilities in this State is concerned and which will permit justice to be done the utilities when appraising their properties.

The investigations which have been made into the cost and value of land owned by utilities have been minute and tedious, but it is thought that the importance of the results obtained has fully warranted the expense. In cases of contest in the courts the Commission must be fortified with the most substantial kind of evidence. The difficulty of reaching a conclusion in this matter applicable to all cases will be readily appreciated when it is known that there are instances where two (2) railroads have built in the same territory and one has had the greater part of its right of way donated, or has been able to secure it under very favorable conditions, while the other has been called upon to pay 4 or 5 times the market value. One of these, a new company, has met with the encouragement of the citizenship, while the other, a competitor, but an old corporation, has had to combat the prejudice which has grown up against it.

PROGRESS OF APPRAISALS.

The principal work of the Engineering Department to date has been to assist with the general organization of the Commission, to take care of routine work and, as before stated, to assemble cost data by investigating all construction which has been carried on in the State during recent years. A large amount of material is on hand for use when the active work of appraisal begins. Until returns in the way of maps, profiles and inventories have been received from the railroads the appraisal work of the department cannot be fully organized.

A number of smaller companies have filed returns, however, and appraisals have been completed of the following, viz:

Iron Mountain Railway Company-----	10.65 miles
Lake Tahoe Railway and Transportation Company-----	13.50 miles
Pajaro Valley Consolidated Railroad Company-----	41.46 miles
Porterville and Northeastern Railway Company-----	15.86 miles
Santa Maria Valley Railroad Company-----	17.08 miles
Stockton Terminal and Eastern Railroad Company-----	15.23 miles

Total -----113.78 miles

Appraisal of Western Pacific Railway Company, 388.14 miles, is nearly completed and also several smaller lines are being inventoried.

These appraisals have not yet been finally passed upon and approved by the Commission. Under the provisions of section 70 of the act, due notice must be given the utility and opportunity afforded to appear before the Commission in support of any objections which it may have to the appraisal as submitted by the Commission engineers. If the Commission finds that the objections are valid, its own appraisal will be amended as applied for, or to such extent as to it seems right and proper, and the final statement filed as the appraisal of the Commission.

APPRAISAL OF WATER AND OTHER UTILITIES.

In connection with adjustments of rates for service and as affecting the authorized stock and bond issues of water, gas, electric, telephone and telegraph and other utilities of this character, the Engineering Department will be required to appraise the value of their physical properties. The original cost will be obtained from investigation of books and records, whenever possible. As in the case of railroads, estimates will be made both of the reproduction value—new, and the present value of property, following generally the methods which have been already explained.

It will be the policy of the Commission to make appraisals of the property of the utilities other than railroad as necessity demands. Already appraisals have been made of Hawthorne Electric and Water Company, Cuyamaca Water Company and Palo Alto Gas Company, in connection with rate adjustments. At the present time, however, these appraisals have not been finally passed upon by the Commission. It will be necessary that the utilities themselves be given the opportunity of contesting them, if they so desire. After such contests, if any, the Commission will reconsider the appraisals prepared by the Engineering Department and either approve or revise them, as in its judgment seems right and proper, when they will be placed on file as representing the value of the property as ascertained by the Commission.

APPRAISALS KEPT UP TO DATE.

It is the intention of the Commission when appraisals are once made that they shall be kept up to date by adding from year to year the

value of such permanent improvements, additions and betterments, as have been made to the properties. All utilities will be required to furnish the Commission with detailed statements of the character, amount and cost of all improvements, upon forms which will be furnished and in accordance with the general classifications which will be issued for the keeping of construction accounts. Corresponding deductions will be made for any property abandoned.

At intervals the Commission will completely revise the valuations which have been previously made.

SERVICE OF UTILITIES.

The supervision of service of railroads, including street railroads and water utilities, has been assigned by the Commission for the present to the Engineering Department, principally on the ground that the employees of this department are continually passing over and inspecting these properties and are usually familiar with their physical condition and the character of service which they render. The members of this department will also be instructed to observe the manner in which properties are operated and report to the Commission such defections as may be noted in service, or negligence on the part of employees, with suggestions for such remedies as may be considered proper. In this way there will be brought to the Commission's attention many cases in which it will be enabled to bring about improved service without complaint from patrons.

Supervision over the service of water utilities will be given particular attention. It is the purpose of the Commission as soon as possible to provide for the inspection of meters. The Commission has a large work to do in supervising and regulating the distribution and economical use of water by irrigation companies. It will give special attention to the question of conserving the water resources of the state.

ACCIDENTS.

The Engineering Department will have charge of all reports and matters pertaining to accidents of railroads, including street railroads. Its inspectors will investigate with a view of determining the causes for and responsibility of the more serious accidents and make to the Commission such recommendations relating to the operation of railroads as will, in its opinion, prevent their recurrence. Accidents that occur in connection with service of utilities other than common carriers will be supervised by the Service Department of the Commission.

The Commission has issued its order, General Order No. 22, requiring that all common carriers report all accidents upon forms prescribed by the Commission. Two (2) classes of accidents will be reported:

1. Those due to Operation of Locomotives and Cars;
2. Industrial Accidents.

A complete file will be kept of all these accidents and after classifying them on the basis of causes, they will be examined carefully with a view of recommending changes or modifications in the operation of train or other service, such as might reasonably be expected to prevent their repetition, or, at least, reduce the number of casualties. Orders will be issued directing the correcting of faulty construction or service with a view of promoting the safety and protection of property and lives of the public and employees of the corporations.

PART II.

Formal Complaints.

FORMAL COMPLAINTS.

(Cases Nos. 114 to 283, inclusive.)

There is here presented a consecutive list of all the formal complaints submitted to the Commission from January 1, 1911, to and including June 30, 1912.

The more important of these cases are discussed fully in other parts of this report. It has seemed sufficient, therefore, for the purposes of this tabulation merely to indicate the nature of the complaint in each case and the final disposition thereof in those instances in which the case has been closed.

This tabulation records only the action taken by the Commission on these cases on or before June 30, 1912. The next annual report will continue this record and show the action which is taken by the Commission on these cases subsequent to June 30, 1912.

Case No. 114.

CHARLES PAFF *vs.* NORTHWESTERN PACIFIC RAILROAD COMPANY.

(Dismissed February 28, 1911.)

The complaint in this action was filed November 29, 1910, and alleged that the defendant company had made an unreasonable increase in the commutation, round trip, and single fares charged for the ferry service from Tiburon to San Francisco.

The complaint requested that the Commission investigate the cause of the increase and establish a reasonable minimum rate.

Defendant company in its answer disclosed a plan already under way to greatly increase the character and frequency of the ferry service, and the complainant thereupon requested that the action be dismissed, which was done.

Case No. 115.

BOARD OF HARBOR COMMISSIONERS OF LOS ANGELES *vs.* SOUTHERN PACIFIC COMPANY AND SAN PEDRO, LOS ANGELES AND SALT LAKE RAILROAD COMPANY.

(Decided October 4, 1911.)

The complaint in this action was filed February 8, 1911, and drew in question the reasonableness of its class rates and certain of the commodity rates of the defendant companies on their branch lines between Los Angeles and the harbor at San Pedro.

The Commission, in its decision, materially reduced the rates charged by the Southern Pacific Company and incorporated in the decision a new schedule of rates which said company was required to adopt. The Southern Pacific Company appealed to the Federal Court to have the Commission enjoined from enforcing its order in this case. The order of the Commission, however, was upheld in the Federal court by Judge Van Fleet, on February 7, 1912 (193 Fed. 699), on which day the Southern Pacific Company's complaint was dismissed without leave to amend. The rates established by the Commission were thereupon put into effect. The San Pedro, Los Angeles and Salt Lake voluntarily reduced their rates to meet those established by the Southern Pacific Company.

Case No. 116.

TRAFFIC BUREAU OF THE MERCHANTS' EXCHANGE *vs.* SOUTHERN PACIFIC COMPANY AND ATCHISON, TOPEKA AND SANTA FÉ RAILWAY COMPANY, *defendants*, AND ASSOCIATED JOBBERS OF LOS ANGELES, STOCKTON JOBBERS AND MANUFACTURERS' ASSOCIATION, KERN COUNTY MERCHANTS' ASSOCIATION, *intervenors*.

(Decided March 18, 1912.)

The Traffic Bureau of the Merchants' Exchange, representing the members of the association, as well as other merchants and manufacturers in San Francisco, filed the complaint in this action on February 11, 1911. The complaint drew in question the reasonableness of all the rates charged by the defendant companies on shipments of merchandise from Stockton to all points in the San Joaquin Valley.

The Associated Jobbers of Los Angeles were permitted to intervene in this action, and to bring in question the reasonableness of all the rates charged by both of the defendant carriers on shipments of merchandise from Los Angeles to all points in the San Joaquin Valley. The Kern County Merchants' Association and the Fresno Traffic Association were also allowed to intervene.

The Commission found that the rates were excessive, and ordered that reductions be made to comply with schedules of rates compiled by the Commission and incorporated in the decision.

Case No. 117.

GEORGE A. LEGG *vs.* NEVADA COUNTY NARROW GAUGE RAILROAD COMPANY AND SOUTHERN PACIFIC RAILROAD COMPANY.

(Decided May 12, 1911.)

The complaint in this action was filed March 6, 1911, and requested that the Commission eliminate a transfer charge of 15 cents per ton collected by the defendant carriers upon all shipments of freight which require transference at Colfax from the broad gauge cars of the Southern Pacific to the narrow gauge cars of the Nevada County Narrow Gauge Railroad Company; and also that the Commission refuse to allow the defendant companies to make a contemplated alteration in their tariffs, increasing the rate upon shipments of one ton or more, by requiring that there be at least a ton of each article constituting such shipments.

The Commission eliminated the transfer charge in all cases of less than carload shipments, and also refused to permit the carriers to make the contemplated alteration in their tariffs.

Case No. 118.

IN THE MATTER OF THE SCHEDULES OR TARIFFS SHOWN IN THE PACIFIC FREIGHT TARIFF BUREAU 44-A TO AND FROM ALTURAS.

(Decided May 10, 1911.)

The Pacific Freight Tariff Bureau, representing certain railroads, submitted to the Commission a revised tariff which materially reduced many of the existing rates of such railroads, though the tariff contained some advances in rates, among which were the rates charged on carload shipments to and from Alturas. After investigating the reasonableness of these advances the Commission allowed the advanced rates to become effective.

Case No. 119.

HENRY C. CUTTING *vs.* SOUTHERN PACIFIC RAILROAD COMPANY.

(Dismissed April 18, 1911.)

On March 30, 1911, the complainant instituted this action to get an order of the Commission requiring the Southern Pacific Company to permit the construction of a highway crossing over its tracks in the city of Richmond.

At the time the complaint was filed, a suit in the Superior Court of Contra Costa County had already been filed by the Board of Supervisors against the Southern

Pacific Railroad Company. Upon the termination of this suit, the parties made a satisfactory settlement between themselves. This action before the Commission was thereupon dismissed at the request of the complainant.

Case No. 120.

STEIGER TERRA COTTA AND POTTERY WORKS *vs.* SOUTHERN PACIFIC COMPANY.

(Dismissed May 11, 1911.)

The complaint in this case was filed March 31, 1911, and requested that reparation be granted for alleged overcharges to the amount of \$253.09, collected on shipments of architectural terra cotta from South San Francisco to Sacramento.

Upon request of complainant, the case was later dismissed.

Case No. 121.

M. S. CURRIER *vs.* WELLS, FARGO & COMPANY.

(Decided May 10, 1911.)

The complaint in this case was filed April 1, 1911, and alleged that the defendant company, through its agent at Oceano, was discriminating against complainant and in favor of the Oceano Clam Company, his rival in business, by frequently refusing to receive shipments of clams, and by tampering with such shipments as were received in substituting therefor clams of a different grade.

At the hearing on this case the complainant offered no evidence to sustain his charges, and the Commission ordered that the complaint be dismissed.

Case No. 122.

IN THE MATTER OF THE RATES OF CHARGES OF WELLS, FARGO AND COMPANY EXPRESS.

Case No. 123.

IN THE MATTER OF THE RATES OF CHARGES OF THE GLOBE EXPRESS COMPANY.

Case No. 124.

IN THE MATTER OF THE RATES OF CHARGES OF THE AMERICAN EXPRESS COMPANY.

These cases were instituted by the Commission upon its own motion in April and May, 1911, and drew in question the reasonableness of all the rates charged by the express companies within this State. The Commission has not yet completed its investigation in these cases.

Case No. 125.

KERN COUNTY MERCHANTS' ASSOCIATION *vs.* SOUTHERN PACIFIC COMPANY, ATCHISON, TOPEKA AND SANTA FÉ RAILWAY COMPANY, SUNSET RAILROAD COMPANY, SUNSET WESTERN RAILWAY COMPANY, MCKITTRICK BRANCH OF THE SOUTHERN PACIFIC COMPANY AND NEVADA AND CALIFORNIA RAILWAY COMPANY.

The complaint in this action was filed on May 11, 1911, and draws in question the reasonableness of the rates of the Sunset Railroad Company and Sunset Western Railway Company, between Bakersfield and the oil fields served by these lines, the rates on the McKittrick Branch of the Southern Pacific Company, between Bakersfield and Olig and intermediate points, the rates of the Nevada and California Railway from Mojave to Owenyo and intermediate points, and the rates of the Southern Pacific Company and the Atchison, Topeka and Santa Fé Railway Company from Bakersfield to Mojave and intermediate points.

Case No. 126.

IN THE MATTER OF THE APPLICATION OF THE OAKLAND AND ANTIOCH RAILWAY FOR THE ESTABLISHMENT OF A THROUGH ROUTE AND JOINT RATES IN CONNECTION WITH THE ATCHISON, TOPEKA AND SANTA FÉ RAILWAY COMPANY.

(Decided August 8, 1911.)

On March 16, 1911, the Oakland and Antioch Railway applied to the Commission to establish a through route and joint rates in connection with the Santa Fé Railway Company.

The Santa Fé Railway Company submitted a proposed schedule of through rates entirely satisfactory to the Oakland and Antioch Railway, but later withdrew its consent to the schedule it had submitted. The Commission thereupon sent its Rate Expert over the lines of the Oakland and Antioch Railway to determine, through public meetings held for that purpose, the sentiment of the people along this line.

The Commission was convinced that public convenience and necessity required the establishment of a through route and joint rates over these lines, and ordered that the schedule filed by the Santa Fé Railway Company be adopted by the carriers and put into effect.

Case No. 127.

GEORGE A. LONG *et al.* vs. SOUTHERN PACIFIC COMPANY, INTER-CALIFORNIA RAILWAY COMPANY AND THE HOLTON INTERURBAN RAILWAY COMPANY.

(Decided May 14, 1912.)

This action was filed June 26, 1911, by various shippers and receivers of freight into and out of the Imperial Valley.

The complaint against the Holton Interurban Railway Company was dismissed at the request of complainant before this case came up for hearing.

The Commission extended the scope of the investigation involved in this case by drawing in question, upon its own motion, the reasonableness of all the rates between intermediate points on the line of the Southern Pacific Company between Los Angeles and Calexico.

The Commission found certain rates to be excessive and unreasonable, and, in these instances, ordered reductions to be made to comply with schedules of rates compiled by the Commission and incorporated in the decision.

Case No. 128.

NORTHERN CALIFORNIA POWER COMPANY vs. SOUTHERN PACIFIC COMPANY.

(Decided October 24, 1911.)

This complaint was filed July 20, 1911, and sought reparation for alleged overcharges on shipments of electrical transformers from San Francisco to Anderson.

The defendant company admitted that it had made the charges set forth in the complaint, but alleged that the transformers had not been crated in accordance with the provisions of the defendant's tariff, and that the complainant was seeking to take advantage of the rate made upon crated machinery.

The Commission found that the contention of the defendant was correct, and therefore rendered its decision denying complainant's request for reparation.

Cases Nos. 129 to 213, Inclusive.

IN THE MATTER OF ASCERTAINING THE VALUE OF THE PROPERTY OF RAILROADS OPERATING WITHIN THE STATE.

These cases arose on the Commission's own motion October 26, 1911, and involve an investigation of the properties of each of the railroads in order to determine the value thereof.

Case No. 214.

IN THE MATTER OF THE PROVISIONS OF SECTION 21 OF THE CONSTITUTION OF CALIFORNIA, RELATING TO LONG AND SHORT HAULS AND THROUGH RATES EXCEEDING AGGREGATE OF INTERMEDIATE RATES.

This action was instituted by the Commission, upon its own motion, on October 31, 1911, and was directed to all the railroads operating within the boundaries of the State.

The purpose of this case is to investigate all the cases in which the railroads are violating the long and short haul clause of the constitution, for the purpose of determining whether or not such violations are justified.

Case No. 215.

IN THE MATTER OF THE APPLICATION OF THE LOS ANGELES RAILWAY CORPORATION FOR PERMISSION TO ALTER FREIGHT AND PASSENGER SERVICE ON THE LOS ANGELES AND REDONDO RAILWAY.

The Commission, upon its own motion, October 31, 1911, ordered that an investigation be made upon the application of the Los Angeles Railway Corporation and the Pacific Electric Railway Company for permission to alter their present through service to Redondo Beach, and to file schedules showing such alterations. A public hearing was had in this matter on November 2, 1911, since which time the questions are being adjusted without so far requiring further proceedings by the Commission.

Case No. 216.

IN THE MATTER OF SUPPLEMENT NO. 4 TO WESTERN CLASSIFICATION NO. 50.

(Decided November 23, 1911.)

On October 6, 1911, the Pacific Freight Tariff Bureau, representing various California lines, presented a tariff supplement to the Commission, which supplement was in effect a general decrease in existing freight rates. There were certain advances, however, named in the supplement upon articles of plumbers' supplies.

The Commission, upon its own motion, made an investigation into the reasonableness of these items and allowed them to go into effect, subject to change should the Commission later find such change necessary.

Case No. 217.

IN THE MATTER OF THE CLASSIFICATION OF NUT MEATS, AND NUT KERNELS, SHIPPED IN SACKS.

(Decided November 23, 1911.)

In this case several shippers of nut meats and nut kernels complained that the carriers had increased the rates of these commodities when shipped in sacks.

The Commission, upon its own motion, on October 17, 1911, ordered an investigation to be made, which resulted in an order requiring the carriers to cancel the increases in the rates complained of.

Case No. 218.

IN THE MATTER OF THE APPLICATION OF THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY TO CANCEL RATE ON SHINGLES FROM FERRY POINT RICHMOND TO STOCKTON.

(Decided November 16, 1911.)

The Atchison, Topeka and Santa Fe Railway Company applied to the Commission for permission to cancel a rate of 7½ cents per thousand shingles, including wharfage and handling, from Ferry Point Richmond to Stockton, which rate was established as a yarding-in-transit arrangement for a shingle-drying concern at Stockton, which institution has since gone out of business.

The Commission on October 17, 1911, ordered that an investigation be made upon this application and found that the shingle-drying concern had gone out of business, and that there was, therefore, no necessity for a continuance of this rate, and allowed the same to be canceled.

Case No. 219.

IN THE MATTER OF RATES OF THE PULLMAN COMPANY FOR SEAT PASSENGERS BETWEEN SAN FRANCISCO AND LOS ANGELES.

(Decided November 15, 1911.)

The Commission, upon its own motion, on October 17, 1911, instituted this proceeding to investigate the charges of the Pullman Company for seats from San Francisco to Los Angeles.

The Commission found the present rates to be excessive, and ordered the company to establish a rate not to exceed \$1.25 per passenger.

Case No. 220.

IN THE MATTER OF THE APPLICATION OF THE SOUTHERN PACIFIC COMPANY AND THE ATCHISON, TOPEKA AND SANTA FÉ RAILWAY COMPANY TO DISCONTINUE PRACTICE OF ABSORBING SWITCHING CHARGES EXACTED BY THE STATE BELT RAILROAD ON SHIPMENTS PASSING OVER THE WHARVES SERVED BY THE TRACKS OF THE BELT RAILROAD.

(Decided November 11, 1911.)

This case arose upon the application of the Southern Pacific Company and the Atchison, Topeka and Santa Fé Railway Company to discontinue the practice of absorbing switching charges of the Belt Line road by the California State Harbor Commission upon certain wharves in the city of San Francisco.

The Commission found that the effect of this proposed change would be discriminatory, in that it would favor vessels landing at those wharves which were served exclusively by the Belt Line road. The application was, therefore, denied.

Case No. 221.

IN THE MATTER OF THE APPLICATION OF THE SOUTHERN PACIFIC COMPANY TO CANCEL RATE OF \$1.50 PER TON ON LIME WASTE, ALVARADO TO OIL CITY.

(Decided December 1, 1911.)

The rate in question in this case was originally established to move lime waste from the sugar refinery at Alvarado to Oil City, where it would be mixed with asphaltum, and then reshipped to roofing paper factories, the carrier receiving additional revenue on this second haul. The rate had been made upon the expectation of receiving such additional revenue.

The Commission found that the lime waste was being reshipped in large quantities to points in the San Joaquin Valley in such a way that the carrier received no additional revenue.

The conditions on which the rate was originally established having thus failed, the Commission allowed the company to cancel the rate.

Case No. 222.

SCOTT, MAGNER & MILLER vs. SOUTHERN PACIFIC COMPANY.

(Decided January 29, 1912.)

The complaint in this case was filed November 13, 1911, and sought the recovery of alleged overcharges to the amount of \$112.80 on shipments of hay from various points within the State to Oakland.

The Commission found that all of the claims presented in this case arose prior to February 10, 1910, and were, therefore, barred by the statute of limitations.

The complaint was ordered dismissed.

Case No. 223.

IN THE MATTER OF APPLICATION OF CARRIERS PARTIES TO PACIFIC FREIGHT TARIFF BUREAU EXCEPTION SHEET C. R. C. No. 52 FOR PERMISSION TO ADVANCE THE MINIMUM CARLOAD WEIGHT ON CLAY SEWER PIPE AND CLAY CHIMNEY PIPE, UNDER 18 INCHES IN DIAMETER, STRAIGHT CARLOADS OR IN MIXED CARLOADS WITH PIPE 18 INCHES OR GREATER IN DIAMETER, FROM 24,000 TO 26,000 POUNDS.

(Decided February 16, 1912.)

Upon an investigation into the merits of this application, the Commission decided that if the application were granted it would work substantial injury to the small consumers of pipe, who ordinarily do not require in excess of 24,000 pounds.

The application was denied.

Case No. 224.

IN THE MATTER OF THE APPLICATION OF THE SOUTHERN PACIFIC COMPANY FOR PERMISSION TO CANCEL SWITCHING RATE OF \$2.50 PER CAR ON ASHES AND OTHER INCINERATOR REFUSE APPLYING AT SAN FRANCISCO, CALIFORNIA, BETWEEN THE PLANT OF THE SANITARY REDUCTION WORKS, ON THE ONE HAND, AND, ON THE OTHER, TRANSFER TRACK OF THE ATCHISON, TOPEKA AND SANTA FE RAILWAY (COAST LINES), OCEAN SHORE RAILROAD OR WESTERN PACIFIC RAILWAY COMPANY; ALSO INDUSTRY TRACKS AND PRIVATE SIDINGS, INCLUDING TEAM TRACKS WITHIN SWITCHING LIMITS OF THE SOUTHERN PACIFIC COMPANY AS DEFINED IN ITEM 272, PAGE 46, OF THAT COMPANY'S TERMINAL TARIFF C. R. C. No. 1260.

On October 17, 1911, the Southern Pacific Company filed the application referred to in the title of this case.

At the request of parties in interest, the hearings in this case have been postponed until the month of August.

Case No. 225.

B. J. McCULLOUGH *vs.* SOUTHERN PACIFIC COMPANY.

(Decided January 29, 1912.)

In this case the complainant was allowed reparation to the amount of \$26.47, for overcharges on livestock shipments from Marysville, Woodland, Tehama and Red Bluff to Crows Landing.

Case No. 226.

F. CAMES *et al.* *vs.* SOUTHERN PACIFIC COMPANY.

(Decided January 29, 1912.)

In this case the complainant was allowed reparation to the amount of \$300.15, for overcharges on livestock shipments from various points to San Francisco.

Case No. 227.

IN THE MATTER OF THE ESTABLISHMENT OF THROUGH ROUTE AND JOINT RATES FOR THE TRANSPORTATION OF FREIGHT BETWEEN POINTS SERVED BY THE NORTHERN ELECTRIC RAILWAY COMPANY AND THE WESTERN PACIFIC RAILWAY COMPANY.

(Decided February 17, 1912.)

In this case the Commission ordered that a through route and joint rates be established between the Western Pacific Railway Company and the Northern Electric Railway Company, from and to all points between Chico and Thermalito on the Northern Electric Railway, and all points on the line of the Western Pacific Railway Company between Sacramento and San Francisco, inclusive.

Case No. 228.

SCOTT, MAGNER & MILLER *et al.* vs. SOUTHERN PACIFIC COMPANY.

(Decided June 14, 1912.)

In this case the complainant was allowed reparation to the amount of \$2,150.30, for overcharges on hay shipments from various points to San Francisco.

Case No. 229.

L. C. SHELDON vs. SOUTHERN PACIFIC COMPANY.

(Decided February 27, 1912.)

In this case the Commission held that a rate of 80 cents per ton on hay from Hayward to San Francisco could not be used as the basis of a claim of reparation for overcharges on hay shipments from Hayward to Burlingame, as Burlingame is not an intermediate point on the route from Hayward to San Francisco.

Case No. 230.

GRAYSON-OWEN vs. SOUTHERN PACIFIC COMPANY.

(Decided January 29, 1912.)

In this case the complainant was allowed reparation to the amount of \$260.22, for overcharges on live stock shipments from Gazelle and Sisson to Stockyards.

Case No. 231.

SAN VICENTE LUMBER COMPANY vs. SOUTHERN PACIFIC COMPANY.

(Dismissed April 16, 1912.)

The complaint in this case was filed December 12, 1911, and drew in question the reasonableness of rates charged by the defendant company on lumber shipped from Santa Cruz to San José, Niles, Livermore, Tracy, Stockton and points south of Livermore, Tracy and Stockton to and including Bakersfield.

The complainant later requested that the Commission dismiss this action, and this was done.

Case No. 232.

IN THE MATTER OF THE APPLICATION OF THE COWELL PORTLAND CEMENT COMPANY, AND BAY POINT AND CLAYTON RAILROAD COMPANY FOR THE ESTABLISHMENT OF A THROUGH ROUTE AND JOINT RATES IN CONNECTION WITH THE ATCHISON, TOPEKA AND SANTA FÉ RAILWAY COMPANY.

Case No. 233.

IN THE MATTER OF THE APPLICATION OF THE COWELL PORTLAND CEMENT COMPANY, AND BAY POINT AND CLAYTON RAILROAD COMPANY FOR THE ESTABLISHMENT OF A THROUGH ROUTE AND JOINT RATES IN CONNECTION WITH THE SOUTHERN PACIFIC COMPANY.

The applications referred to in the titles of cases 232 and 233 were filed December 12, 1911, and seek the establishment of a through route and joint rates on cement from Cowell, on the line of the Bay Point and Clayton Railroad, to points on the lines of the Atchison, Topeka and Santa Fé Railway and the Southern Pacific Company, respectively. These cases have been consolidated.

Case No. 234.

ROSENWALD & KAHN (a corporation) *et al.* vs. SOUTHERN PACIFIC COMPANY.

The complaint in this case was filed December 21, 1911, and later amended on March 4, 1912. The complaint draws in question the reasonableness of all the

passenger and freight rates from Sacramento to all points on what is known as the Placerville Branch of the Southern Pacific Company's system.

Case No. 235.

THE MODESTO AND EMPIRE TRACTION COMPANY *vs.* THE ATCHISON, TOPEKA AND SANTA FÉ RAILWAY COMPANY.

The complaint in this case was filed December 22, 1911, by the Modesto and Empire Traction Company, a line of railway operating between the city of Modesto and the town of Empire, a distance of five miles, and seeks to have the Commission establish a through route and joint rates for the transportation of freight and passengers in connection with and from and to points served by the Atchison, Topeka and Santa Fé Railway Company.

Case No. 236.

SCOTT, MAGNER & MILLER *vs.* SOUTHERN PACIFIC COMPANY.

(Dismissed January 13, 1912.)

The complaint in this case, filed December 27, 1911, sought the recovery of alleged overcharges to the amount of \$292.10, on shipments of hay from San José to San Francisco.

The defendant company admitted the validity of the claims and agreed to pay the same. The Commission thereupon dismissed the action.

Case No. 237.

GRAYSON-OWEN COMPANY *vs.* SOUTHERN PACIFIC COMPANY.

(Decided February 27, 1912.)

In this case the complainant was allowed reparation to the amount of \$17.55, for overcharges on a shipment of live stock from Sisson to Pinole.

Case No. 238.

GRAYSON-OWEN COMPANY *vs.* SOUTHERN PACIFIC COMPANY.

(Decided February 27, 1912.)

In this case complainant was allowed reparation to the amount of \$447.52, for overcharges on shipments of live stock from Gazelle and Sisson to Stockyards.

Case No. 239.

C. H. JOHNSON, I. SELIG AND J. SELIG, DOING BUSINESS UNDER THE NAME AND STYLE OF J. G. JOHNSON, *vs.* SOUTHERN PACIFIC COMPANY.

(Decided January 29, 1912.)

In this case complainant sought to recover reparation to the amount of \$304.20, for alleged overcharges on live stock shipments from Montague to San Francisco.

All the claims set forth in the complaint were barred by the statute of limitations, so the Commission ordered that the action be dismissed.

Case No. 240.

C. H. JOHNSON, I. SELIG AND J. SELIG, DOING BUSINESS UNDER THE NAME AND STYLE OF J. G. JOHNSON, *vs.* SOUTHERN PACIFIC COMPANY.

(Decided February 27, 1912.)

In this case complainant was allowed reparation to the amount of \$164.58, for overcharges on shipments of live stock from Montague to San Francisco.

Case No. 241.

EDWARD SALZ AND MILTON H. SALZ, DOING BUSINESS UNDER THE FIRM NAME OF
E. SALZ AND SON, *vs.* SOUTHERN PACIFIC COMPANY.

(Decided February 27, 1912.)

In this case the Commission held that a rate of 85 cents per ton on barley from Decoto to San Francisco could not be used as the basis of a claim of reparation for overcharges on barley shipments from Decoto to Millbrae, as Millbrae was not an intermediate point on the route from Decoto to San Francisco.

Case No. 242.

IN THE MATTER OF UNIFORM RULES FOR DEMURRAGE AND RECIPROCAL DEMURRAGE
FOR STANDARD GAUGE RAILROADS.

(Decided February 16, 1912.)

In this case the Commission refused to allow shippers of lumber, and other commodities, loaded in excess of a given weight, an extension of the usual forty-eight hour free time in which to unload such shipments.

Case No. 243.

IN THE MATTER OF RULES AND REGULATIONS GOVERNING THE RETURN OF SHIPMENTS DAMAGED IN TRANSIT, OR REFUSED BY CONSIGNEE AT DESTINATION, TO ORIGINAL SHIPPERS AND ORIGINAL POINTS OF SHIPMENT.

This case arose on the Commission's own motion January 11, 1912, and, after a hearing, was combined on March 4, 1912, with Case No. 257.

Case No. 244.

IN THE MATTER OF REQUIRING CARRIERS TO DISCONTINUE THE ISSUANCE OF BILLS OF LADING COVERING SHIPMENTS WHICH HAVE NOT BEEN CHECKED BY EMPLOYEES OF THE RAILROADS AND OTHER TRANSPORTATION COMPANIES.

This case arose on the Commission's own motion, January 29, 1912.

At the hearing held on February 20, 1912, it was agreed by the carriers represented that they would issue instructions to agents to issue clean bills of lading at all agency stations at request of shippers, which disposed of the complaint satisfactorily to all interested parties.

Case No. 245.

PACIFIC CONSTRUCTION COMPANY *vs.* SOUTHERN PACIFIC COMPANY.

(Decided May 9, 1912.)

In this case the Commission refused to allow complainant reparation to the amount of \$264.00, for alleged overcharges on six carload shipments of tubular steel bridge piers from San Francisco to Tehama.

Case No. 246.

IN THE MATTER OF THE APPLICATION OF THE SOUTHERN PACIFIC COMPANY, THE WESTERN PACIFIC COMPANY AND THE ATCHISON, TOPEKA AND SANTA FÉ RAILWAY COMPANY FOR PERMISSION TO INCREASE MINIMUM STORAGE CHARGES FOR CONSIGNMENTS HELD IN THEIR WAREHOUSES WITHIN THE STATE OF CALIFORNIA AWAITING DELIVERY.

(Decided March 12, 1912.)

In this case the Commission allowed the Southern Pacific Company, the Western Pacific Railway Company and the Atchison, Topeka and Santa Fé Railway Company to increase the minimum storage charges on consignments held in their warehouses awaiting delivery.

Case No. 247.

CLAYBURGH AND GEORGE *et al.* vs. SOUTHERN PACIFIC COMPANY.

The complaint in this case was filed February 8, 1912, and seeks the recovery of \$393.88, alleged overcharges on shipments of live stock from various points to Richmond and San Francisco.

Case No. 248.

GRAYSON-OWEN COMPANY *et al.* vs. SOUTHERN PACIFIC COMPANY.

(Decided June 14, 1912.)

In this case the Commission decided that rates on live stock to Stockyards, at which point the carrier furnished the unloading facilities, were not necessarily excessive, because lower rates were published to more distant points at which the carrier did not furnish the unloading facilities. The difference in the service performed may justify the difference in the charge made for the service.

Case No. 249.

C. H. JOHNSON, I. SELIG AND J. SELIG, DOING BUSINESS UNDER THE NAME AND STYLE OF J. G. JOHNSON, vs. SOUTHERN PACIFIC COMPANY.

(Decided March 15, 1912.)

In this case the complainant was allowed reparation to the amount of \$14.28 for overcharges on live stock shipments from Montague to San Francisco.

Case No. 250.

CENTRAL CALIFORNIA TRACTION COMPANY vs. ATCHISON, TOPEKA AND SANTA FÉ RAILWAY COMPANY.

The complaint in this case was filed February 20, 1912, and seeks to have the Commission establish through rates for both passengers and freight between all points on the line of the lines of the Central California Traction Company and the Atchison, Topeka and Santa Fé Railway Company.

Case No. 251.

FRANK WILLIAMS, JOHN W. HANNAY AND THOMAS LOVETT vs. LOS ANGELES AND SAN DIEGO BEACH RAILWAY COMPANY.

(Dismissed March 18, 1912.)

The complaint in this case was filed February 20, 1912, and sought to have the Commission investigate the service and revise the train schedules of the defendant carrier. The complainant based his right to relief upon the Public Utilities Act of this State, which, however, had not gone into effect at the time the complaint in this case was filed.

The Commission had to grant the defendant's motion to strike out the complaint, which was done without prejudice to again filing the complaint after March 23, 1912, the effective date of the Public Utilities Act.

Case No. 252.

NOBLE ELECTRIC STEEL COMPANY vs. SOUTHERN PACIFIC COMPANY.

The complaint in this case was filed February 28, 1912, and seeks the recovery of alleged overcharges to the amount of \$1,472.22 on shipments of structural iron and steel from San Francisco to Pitt.

Case No. 253.

IN THE MATTER OF THE APPLICATION OF THE SOUTHERN PACIFIC COMPANY TO CANCEL ITEM 30-E OF THIRD REVISED, PAGE 9, TERMINAL TARIFF No. 230-9 C. R. C. 1260, WHICH ITEM PROVIDES FOR THE ABSORPTION OF WHARFAGE AND HANDLING CHARGES AT SAN PEDRO AND NEWPORT BEACH.

This case arose on the Commission's own motion, March 5, 1912. The hearings are not yet completed.

Case No. 254.

CLARK AND HENRY CONSTRUCTION COMPANY vs. SOUTHERN PACIFIC COMPANY.

The complaint in this case was filed March 11, 1912, and seeks the recovery of \$12.00, for alleged overcharges on shipments of machinery from San Carlos to Sacramento.

Case No. 255.

IN THE MATTER OF THE APPLICATION OF THE NEVADA-CALIFORNIA-OREGON RAILWAY FOR PERMISSION TO INCREASE PASSENGER FARES.

(Decided June 26, 1912.)

The Nevada-California-Oregon Railway filed an application to increase certain passenger fares to the basis of 7 cents per mile.

The Commission, on its own motion, March 14, 1912, instituted an investigation into the merits of the application. The Commission found that the existing rates were amply remunerative, and so refused to allow the increase to be made.

Case No. 256.

IN THE MATTER OF THE APPLICATION OF THE ATCHISON, TOPEKA AND SANTA FÉ RAILWAY COMPANY (COAST LINES), BOCA AND LOYALTON RAILWAY COMPANY, SAN PEDRO, LOS ANGELES AND SALT LAKE RAILROAD COMPANY, SOUTHERN PACIFIC COMPANY (PACIFIC SYSTEM), TONOPAH AND TIDEWATER RAILROAD COMPANY, WESTERN PACIFIC RAILWAY COMPANY, TO AMEND LOCAL INTERDIVISION AND JOINT TARIFF No. 1, C. R. C. No. 1, COVERING BAGGAGE RULES, RATES AND CHARGES BY LIMITING THE SIZE OF ANY PIECE OF BAGGAGE WHICH WILL BE HANDLED:

This case arose on the Commission's own motion, March 14, 1912. The hearings in the case have not yet been completed.

Case No. 257.

IN THE MATTER OF APPLICATION OF CARRIERS TO PACIFIC FREIGHT TARIFF BUREAU'S EXCEPTION SHEET No. 1-B, C. R. C. 52, TO CANCEL ARRANGEMENTS FOR REDUCED RATING ON SHIPMENTS RETURNED ON ACCOUNT OF DAMAGE IN TRANSIT.

(Decided April 26, 1912.)

This case arose upon the application of carriers for permission to amend the rule providing for a return rating on articles damaged in transit or refused by consignee, and for the purpose of hearing was joined with Case No. 243, in which certain shippers sought to have the same rule amended so that goods not in closed packages should be placed on the same basis as goods in closed packages.

The Commission held in this case that the rule should be amended so as to eliminate the distinction between shipments in closed and open packages, and also that the rule providing for the return of agricultural implements, vehicles and machinery at half-rates both for repairs or "on account of being unsalable," be amended by striking out the words "on account of being unsalable."

Case No. 258.

IN THE MATTER OF THE APPLICATION OF STORAGE CHARGES AT STOCKTON AND SACRAMENTO, ON SHIPMENTS OF POTATOES, BEANS, ONIONS, ASPARAGUS AND OTHER COMMODITIES.

This case was instituted by the Commission on its own motion. March 14, 1911. The investigation into the storage charges drawn in question is not yet completed.

Case No. 259.

IN THE MATTER OF THE APPLICATION OF CARRIERS PARTIES TO PACIFIC FREIGHT TARIFF BUREAU EXCEPTION SHEET No. 1-B, C. R. C. No. 52. TO AMEND SAME TO PROVIDE THAT ON SHIPMENTS OF HAY, STRAW,—INCLUDING BEAN STRAW,—AND CACTUS LEAVES, CLASS RATES WILL APPLY ONLY WHERE COMMODITY RATES ARE NOT OTHERWISE SPECIFICALLY PROVIDED. ALSO APPLICATION BY SAME CARRIERS TO INCREASE THE MINIMUM WEIGHT ON HAY IN CARLOADS TO 24,000 POUNDS WHEN LOADED IN CARS OVER 40 FEET IN LENGTH TO AND INCLUDING 50 FEET IN LENGTH, INSIDE MEASUREMENT.

This was application of carriers for permission to advance the minimum carload weight for hay and straw and cactus leaves, when loaded in cars 40 feet in length to and including 50 feet in length, inside measurement, from 20,000 pounds, and to establish an exception to the ruling of the Commission so that class rates would apply on hay, straw and cactus leaves only when specific commodity rates were not provided.

The matter was duly heard on March 30, 1912, and taken under consideration by the Commission.

Case No. 260.

HENDERSON-LONGTON COMPANY *vs.* SOUTHERN PACIFIC COMPANY.

(Decided May 24, 1912.)

In this case the complainant was allowed reparation to the amount of \$35.72. for overcharges on shipments of celery in crates from different points on the Sacramento River to Sacramento.

Case No. 261.

TYNDALE PALMER, OTAY WATER LEAGUE *et al. vs.* SOUTHERN CALIFORNIA MOUNTAIN WATER COMPANY, CITY OF SAN DIEGO, *Intervenor.*

The complainants in this action are a number of residents and land owners in the county of San Diego. They allege in their complaint, filed March 23, 1912. that the rates charged by the defendant company are excessive, and that the service of the company is inadequate, and in this regard the Commission is asked to order the defendant company to make connections with and serve the complainant's property. The city of San Diego relies on the defendant company to supply its inhabitants and has been allowed to intervene.

Case No. 262.

THE TOWN OF HAYWARD AND THE CHAMBER OF COMMERCE OF HAYWARD *vs.* THE WESTERN PACIFIC RAILWAY COMPANY.

The complaint in this case was filed March 25, 1912, and requests that the Commission order the defendant company to increase the frequency of the service between Hayward and San Francisco, and establish commutation rates between these points.

Case No. 263.

THE BOARD OF TRUSTEES OF THE TOWN OF FAIRFIELD *vs.* SOUTHERN PACIFIC COMPANY.

The complaint in this case was filed May 13, 1912, and requests that the Commission order the defendant company to construct a suitable station at Fairfield, to cost

at least \$10,000, and that more trains be required to stop at Fairfield to accommodate the traffic.

The defendant company in its answer to the complaint stated that the station facilities maintained at the town of Suisun City were sufficient to accommodate the adjoining town of Fairfield. The Commission thereupon made the town of Suisun City a co-defendant in this case.

Case No. 264.

SAN MATEO COUNTY DEVELOPMENT ASSOCIATION *vs.* SOUTHERN PACIFIC COMPANY.

The complaint in this case, filed March 25, 1912, was brought by the San Mateo Development Association on behalf of the inhabitants of San Mateo County, and draws in question the reasonableness of the passenger rates charged by the defendant company between San Francisco and points in San Mateo County.

The Commission consolidated this case with cases Nos. 266 and 270, referred to below.

Case No. 265.

FRANK WILLIAMS AND JOHN W. HANNAY *vs.* LOS ANGELES AND SAN DIEGO BEACH RAILWAY COMPANY.

The complaint in this case was filed March 30, 1912, and attacks the passenger rates, freight rates, service and equipment of the defendant company.

Case No. 266.

PALO ALTO CHAMBER OF COMMERCE *vs.* SOUTHERN PACIFIC COMPANY.

The complaint in this case was filed April 8, 1912, and draws in question all of the passenger rates from San Francisco to Palo Alto and neighboring points.

The Commission consolidated this case with cases Nos. 264 and 270, which also attack the rates charged by the Southern Pacific Company on its peninsular lines.

Case No. 267.

IN THE MATTER OF THE REQUEST OF CERTAIN SHIPPERS FOR THE RESTORATION OF THE SHIPPING CHARGES ON FREIGHT FROM INDUSTRY TRACKS AND PRIVATE SIDINGS TO TRANSFER TRACKS OF CONNECTING LINES; AND FROM TRANSFER OF CONNECTING LINES TO INDUSTRY TRACKS AND PRIVATE SIDINGS, AS ORIGINALLY SHOWN ON PAGE 21 IN ITEMS 68 AND 69 OF SOUTHERN PACIFIC COMPANY'S TERMINAL TARIFF No. 230-g, C. R. C. 1200.

This was a complaint as to the action of the Southern Pacific Company in restricting switching limits at San Francisco in certain cases so that switching rate will not apply to Elkton, California.

This case was duly heard and taken under advisement.

Case No. 268.

MOUNT WHITNEY POWER AND ELECTRIC COMPANY *vs.* TULARE COUNTY POWER COMPANY AND SAN JOAQUIN LIGHT AND POWER COMPANY.

The complaint was filed in this case April 11, 1912, and seeks to have the defendant companies prevented from extending their systems into those portions of the territory of Tulare County served by complainant.

Case No. 269.

PACIFIC GAS AND ELECTRIC COMPANY *vs.* GREAT WESTERN POWER COMPANY.

(Decided June 18, 1912.)

The complaint in this case was filed April 26, 1912, and sought to prevent the defendant from making extension in its system in Solano, Napa, Sonoma, and Marin

counties to furnish power to territory now being served by the complainant. On May 6th, the Great Western Power Company filed an application (No. 35) for a certificate declaring that public convenience and necessity required the exercise of franchise rights granted by it to serve the territory in question. The complaint of the Pacific Gas and Electric Company and the application of the Great Western Power Company were consolidated and heard together. The California Telephone and Light Company, the Cloverdale Light and Power Company, the Napa Valley Electric Company, the Vallejo Electric Light and Power Company, and the Vacaville Water and Light Company were all permitted to intervene in opposition to the application of the Great Western Power Company.

The Commission heard this case *en banc*, and in its decision defined those portions of the disputed territory which were to be served by each of these competing companies.

Case No. 270.

W. E. BEAN *vs.* SOUTHERN PACIFIC COMPANY.

The complaint in this case was filed April 27, 1912, and seeks to have the Commission order the defendant to reduce all the commutation and other passenger fares from San Francisco to San José and neighboring points.

This case has been consolidated with Cases Nos. 264 and 266, which also attack the rates charged by the defendant on its peninsular lines.

Case No. 271.

TEHAMA COUNTY TELEPHONE COMPANY *vs.* PACIFIC TELEPHONE AND TELEGRAPH COMPANY.

Case No. 272.

GLENN COUNTY TELEPHONE COMPANY *vs.* PACIFIC TELEPHONE AND TELEGRAPH COMPANY.

The complaints in these two cases were filed on April 30, 1912. The complainant companies own and control independent telephone companies in Tehama and Glenn counties, and are now demanding physical connection with the defendant company, in order that long distance service may be established to points outside of these counties.

Case No. 273.

CHARLES PAFF, C. A. BURKE, AND JOHN ROSS *vs.* NORTHWESTERN PACIFIC RAILROAD COMPANY.

The complaint in this case was filed May 2, 1912, by residents of Tiburon and Belvedere, who seek to have the Commission order the defendant to restore its direct ferry service between San Francisco and Tiburon, which service was recently discontinued.

Case No. 274.

PACIFIC GAS AND ELECTRIC COMPANY *vs.* GREAT WESTERN POWER COMPANY.

The complaint in this case was filed May 27, 1912, and requests that the Commission prevent the defendant from extending its system into cities, towns and other territory in Contra Costa County now being served by complainant.

Case No. 275.

JOHN JOHNSON *vs.* SAN GORGONIA WATER COMPANY AND BEAUMONT LAND AND WATER COMPANY.

The complaint in this case was filed May 27, 1912, and seeks to have the Commission order the defendant to install the necessary connections and to serve complainant with an adequate supply of water.

Case No. 276.

HUNT BROS. COMPANY vs. SOUTHERN PACIFIC COMPANY.

The complaint in this case was filed May 28, 1912, and seeks the recovery of alleged overcharges on shipments of sugar from San Francisco to Exeter.

Case No. 277.

PIONEER BOX COMPANY vs. SOUTHERN PACIFIC COMPANY.

The complaint in this case was filed May 29, 1912, and seeks the recovery of alleged overcharges to the amount of \$1,896.55, on shipments of lumber from Sisson to Barnard.

Case No. 278.

G. E. VELA, JOSEPH DATSON, W. O. GREEN, AND W. LUCOT vs. SOUTHERN PACIFIC COMPANY.

The complaint in this case was filed May 31, 1912, and attacks the reasonableness of all class and commodity rates charged by defendant between Sacramento and Stockton and between Galt and Ione.

Case No. 279.

MERCHANTS' AND MANUFACTURERS' ASSOCIATION OF LOS ANGELES vs. WELLS, FARGO & COMPANY AND AMERICAN EXPRESS COMPANY.

The complaint in this case was filed June 1, 1911, and attacks the rates of defendants as being discriminatory in favor of San Francisco, as against Los Angeles.

The complaint against the American Express Company was, on request of complainant, dismissed June 19, 1912.

Case No. 280.

MAY M. GRAY vs. SAN GORGONIA WATER COMPANY AND BEAUMONT LAND AND WATER COMPANY.

The complaint in this case was filed June 5, 1912, and seeks to have the Commission order the defendant to make the necessary connections and serve complainant with an adequate supply of water.

Case No. 281.

CHAMBER OF COMMERCE OF LONG BEACH vs. PACIFIC ELECTRIC RAILWAY COMPANY.

The complaint in this case was filed June 21, 1912, and alleges that the defendant is, in certain cases, charging more than a five cent fare for rides within the limits of the city of Long Beach; also that the defendant unnecessarily refuses to give transfers at certain points, and also that the defendant is neglecting to pave the space between its tracks.

Case No. 282.

CITY OF BERKELEY vs. SOUTHERN PACIFIC COMPANY.

The complaint in this case was filed June 29, 1912, and alleges that the service which the defendant gives the city of Berkeley is inadequate, and requests that the Commission order the defendant to erect a suitable station on its main line in Berkeley, in order to obviate the present inconvenience suffered by the inhabitants of having to go to Oakland to connect with main line trains.

Case No. 283.

SCOTT, MAGNER & MILLER et al. vs. WESTERN PACIFIC RAILWAY COMPANY.

The complaint in this case was filed June 29, 1912, and seeks the recovery of \$139.58, alleged overcharges on shipments of hay from certain points west of Lathrop to San Francisco.

PART III.

Formal Applications.

FORMAL APPLICATIONS.

On and after March 23, 1912, public utilities became obligated, by virtue of chapter 14, Laws 1911, to obtain the approval of this Commission, under section 52 thereof to the issue of capital stock, bonds, notes and other evidences of indebtedness; under section 51 to the sale, lease or incumbrance of their properties, the merger or consolidation with other public utilities and the purchase of the capital stock of other such utilities; under section 50 to the exercise of franchise rights and privileges; and under sections 15 and 63 to revise their rate schedules. Also, under section 43, the construction of public highways and streets across railroads at grade and the construction of railroads across other railroads and streets and highways at grade likewise became subject to the approval of the Commission upon application of the constructing parties.

Subsequent to the above date, and for the three months remaining to the end of the fiscal year, June 30, 1912, 126 applications in the above matters were received, of which 24 applications were for permission to issue stock and bonds, the former in the aggregate amount of \$1,916,500, the latter in the aggregate amount of \$22,649,500; 8 were for permission to exercise franchise rights, 7 for the transfer of properties and the acquisition of capital stock, and the balance for miscellaneous purposes. The extent of the work arising under these provisions of the law is not fully indicated in this brief period, and while this report, as contemplated by the act, will be confined to the transactions of the Commission for the fiscal year we deem it proper and desirable to advert briefly to the mass of business of this character which has been presented over a more extended period and the disposition of which demands such a large measure of the Commission's time.

For the six months ended September 23, 1912, a total of 235 formal applications, not including complaint cases, were filed under the above provisions of the law. Of these, 46 applications were for approval of the issue of capital securities; 16 were for exercise of franchise rights; 25 for the transfer of properties and the acquisition of capital stock; and the remainder of a miscellaneous nature. The capital-stock for which approval of issue was sought reached, par value, to \$2,283,150. the amount of bonds to \$48,049,600.

The problems of regulation and control presented by such applications are varied and intricate, requiring almost without exception

careful examination and extended analysis. In disposing of these applications the Commission sits practically as a court, not bound by technical rules of evidence, and decides questions of fact. To establish uniform procedure in all such matters as well as for the guidance of applicants in the preparation of their petitions and accompanying papers, the Commission adopted Rules of Practice and Procedure, effective March 23, 1912, printed copies of which are distributed gratis. Upon the receipt of an application the papers first are examined by the legal department, and, if found satisfactorily to comply with the requirements, a date is appointed for a public hearing. All interested parties are informed of the appointment in writing by the Commission, and the applicant is required to publish notices of the time and place of the hearing. The hearings are held either in the office of the Commission, San Francisco, or in the locality in which applicant operates, dependent upon the character of the case and the interest of the community therein.

In cases involving the issue of capital securities, the applicant, through its engineers or others competent to testify, is required to give evidence in support of the purposes to which the proceeds will be applied. As an additional means of arriving at the reasonableness of the proposed expenditures, such evidence is minutely checked by the engineer of the Commission. In some of the more important matters, and particularly applications for transfer of property or purchase of capital stock, proceedings of this character are supplemented by a technical examination of the books and property of the applicant.

In order that the work may be expedited as much as possible, the Commission does not sit *en banc* where this may well be avoided, and it has been found to be entirely practicable and consistent with good practice to assign one Commissioner or less than a majority of the Commission to conduct a hearing or investigation. In this manner proceedings are had simultaneously upon different matters and with less delay to applicants. The sitting Commissioner at the conclusion of a proceeding prepares his order, or order and opinion, and such becomes the order, or order and opinion, of the Commission when approved and adopted by a majority of the Commission in session. It is the custom of the Commission to give opinions in which the questions presented by each application are fully discussed and the general principles pointed out upon which the decision is made. The importance of this policy is obvious.

LAW AND RULES.

In section 52 of the Public Utilities Act are specifically enumerated the purposes for which may be issued, with the authorization of the

Commission, stocks and stock certificates and bonds, notes and other evidences of indebtedness payable at periods of more than twelve months after the date thereof. These purposes are (1) for the acquisition of property; (2) for the construction, completion, extension or improvement of facilities; (3) for the improvement or maintenance of service; (4) for the discharge or lawful refunding of obligations, and (5) for the reimbursement of moneys actually expended from income or from any other moneys in the treasury of the public utility not secured by or obtained from the issue of stocks or stock certificates, or bonds, notes or other evidences of indebtedness of such public utility within five years next prior to the filing of the application with the Commission for the required authorization for any of the aforesaid purposes except maintenance of service and replacements.

The same section of law further provides that the Commission (1) may grant permission for the issue of such securities in the amount applied for or in a lesser amount or not at all; (2) may attach to the exercise of its permission such condition or conditions as it may deem reasonable and necessary; (3) may authorize issues of bonds, notes or other evidences of indebtedness, less than, equivalent to or greater than the authorized or subscribed capital stock of the utility; (4) shall state in its order authorizing an issue of securities the amount thereof and the purpose or purposes to which the issue or the proceeds thereof are to be applied; and (5) may require utilities to account for the disposition of the proceeds of all sales of the securities permitted to be issued, and establish such rules and regulations as it may deem reasonable and necessary to insure the disposition of such proceeds for the purpose or purposes specified in its order. It is further provided in this section that no public utility shall apply the issue or the proceeds thereof to purposes other than those specified in the order, and that all issues made without the approval of the Commission shall be void.

Two important rules and regulations governing the procedure in these matters have been provided by the Commission as follows:

RULE XVI. Stocks, Bonds, Notes and Other Evidences of Indebtedness — Applications for Order Authorizing Issue Of.

When application is made by any public utility for an order authorizing the issue of stock or stock certificates, or bonds, notes or other evidences of indebtedness payable at periods of not more than twelve months after the date thereof, under the provisions of section 52 of the Public Utilities Act,

1. The petition, in addition to the requirements of Rule IX, shall state:

(a) The financial condition of the applicant as defined in Rule I, 6, and a description of the railroad, street railroad, line, plant or system, and equipment of the applicant, with its original cost, where possible, and its cost to the applicant, and the amount of its stock held by other corporations and their names, and the kind of stock held by each. If it is impossible to state the original cost, the facts creating such impossibility shall be stated.

(b) The amount and kind of stock, if any, which the public utility desires to issue, and, if preferred, the nature and extent of the preference: the amount of

bonds, notes or other evidences of indebtedness, if any, which the public utility desires to issue, with terms, rate of interest, and whether and how to be secured.

(c) The use to which the capital to be secured by the issue of such stock or stock certificates, or bonds, notes or other evidences of indebtedness is to be put, with a definite statement of how much is to be used severally for the acquisition of property, the construction, completion, extension or improvement of facilities, the improvement of service, the maintenance of service, the discharge or refunding of obligations, and the reimbursement of moneys actually expended from income or from any other moneys in the treasury, as provided by section 52 of the Public Utilities Act.

(d) The property in detail which is to be acquired, with its value, a detailed description of the contemplated construction, completion, extension or improvement of facilities set forth in such a manner that an estimate of cost may be made, a statement of the character of the improvement of service proposed, and of the reasons why the service should be maintained from its capital. If it is proposed to discharge or refund obligations or to reimburse moneys actually expended, a statement of the nature and description of such obligations and expenditures, including the par value of the obligations and the amount for which they were actually sold and the application of the proceeds and of the moneys expended, showing when, to whom and for what paid or applied.

(e) Whether any contracts have been made for the acquisition of such property, or for such construction, completion, extension or improvement of facilities, or for the reimbursement of expenditures, or for the disposition of any of the stock or stock certificates, or bonds, notes or other evidences of indebtedness which it is proposed to issue or the proceeds thereof, and if any contracts have been made, copies thereof shall be annexed to the petition.

(f) Whether any of the outstanding stock or stock certificates or bonds, notes or other evidences of indebtedness of the public utility have been issued or used in capitalizing the right to be a corporation, or any franchise or permit, or the right to own, operate or enjoy any such franchise or permit, or any contract for consolidation or lease, and, if so, the amount thereof and the franchise, right, contract or lease so capitalized.

(g) If the stock or stock certificates are to be issued by a corporation formed by the merger or consolidation of two or more corporations, the petition shall contain a complete statement of the financial condition of the corporations so to be merged or consolidated of the kind required by subdivision (a) hereinbefore set forth, and of their capital stock at the par value thereof.

(h) Such other facts as may be pertinent to the application.

2. With the petition must be filed:

(a) A certificate or proposed certificate of proceedings at the meeting of directors and stockholders authorizing the issue of the desired securities with a copy of the mortgage, if any.

(b) A certified list of the certificates of stock already outstanding, with the shares of stock represented by each certificate, and the amounts paid to the public utility on each certificate as originally issued, either in money, labor or property, stating the amount of each.

(c) Maps, profiles, plans and plats of proposed property and construction showing—

1. In the case of railroads, including street railroads, all information required by the Commission's General Order No. 14.

2. In the case of other public utilities, such certified maps and plans as will indicate to the Commission the property to be acquired and the location, extent and character of the proposed construction.

(d) Original deeds of property or certified copies thereof covered by proposed issue, with a detailed statement of its actual cost.

(e) Certified copies of all contracts for the acquisition of proposed property and equipment and for construction, with plans and specifications of such buildings and structures as may have been designed.

(f) Complete inventory of all property and equipment proposed to be acquired,

prepared upon or in accordance with blank forms and specifications prescribed by the Commission, and a statement of the cost thereof.

(g) A certified statement of all cash bonuses and other donations of property received, if any.

3. If the application is granted, in whole or in part, the Commission's order will:

(a) Prescribe the purposes and amounts for which the issue authorized or the proceeds thereof may be used.

(b) Direct the applicant to report under oath the sale or sales of the securities or obligations authorized, the terms and conditions of sale and the amounts realized therefrom.

(c) Require the applicant to make a verified report at least every six months, showing in detail the use and application by it of the moneys so realized until such moneys shall have been fully expended.

(d) Specify such condition or conditions and prescribe such terms as the Commission may deem reasonable and necessary to the exercise of its permission.

RULE I. Definitions.

* * * *

6. The term "financial condition," when used in these rules with reference to an application, means the financial condition of the applicant as shown by a schedule or schedules annexed to the petition and properly referred to therein, and showing:

(a) Amount and kinds of stock authorized.

(b) Amount and kinds of stock issued and outstanding.

(c) Terms of preference of all preferred stock, whether cumulative or participating, or on dividends or assets, or otherwise.

(d) Brief description of each mortgage upon property of applicant, giving date of execution, name of mortgagor, name of mortgagee or trustee, amount of indebtedness authorized to be secured thereby and amount of indebtedness actually secured.

(e) Number and amount of bonds authorized and issued, giving name of the public utility which issued the same, describing each class separately, giving date of issue, par value, rate of interest, date of maturity and how secured.

(f) Other indebtedness, giving same by classes and describing security, if any, with a brief statement of the devolution or assumption of any portion of such indebtedness upon or by any corporation or person, if the original liability has been transferred.

(g) Amount of interest paid during previous fiscal year and rate thereof, with amount paid at each rate, if different rates were paid, upon each issue of indebtedness.

(h) Rate and amount of dividends paid during the five previous fiscal years and the amount of capital stock on which dividends were paid each year.

(i) Detailed statement of earnings and expenditures for and balance sheet showing conditions at close of the last fiscal year, unless already filed with the Commission as part of the annual report, in which case a reference to the filing should be given.

It is deemed to be of the utmost importance that the Commission should be fully informed, after permission has been given to the issue of securities, as to the precise disposition of the proceeds, in order that moneys authorized to be expended for one purpose may not be misapplied to some other purpose which would not have been approved. Rule XVI (subdivision 3) therefore has been supplemented with a general order reading as follows:

In the matter of the preparation of monthly reports showing Receipts and Disbursements from the sale of Stock, Bonds and other evidences of indebtedness of Public Utilities, which have been authorized to be issued by the Railroad Commission of the State of California, under section No. 52 of the Public Utilities Act.

On or before the twenty-fifth day of each month, the following statements for the

preceding month, certified under oath by the president or vice-president and attested by the secretary, shall be filed with the Commission :

A. RECEIPTS.

1. A list of the certificates of stock issued under the authority of the Commission, which shall show :

- a. The numbers of the certificates issued ;
- b. To whom issued ;
- c. Number of shares represented by each certificate ;
- d. The par value of each certificate ;
- e. Commissions, if any, paid for sale of stock represented by each certificate ;
- f. The consideration received for each certificate in money, or the cash value of labor or property, if any.

2. The total amount of all stock issued under each order of the Commission and outstanding at the end of the month, which shall show :

- a. The total number of certificates so issued ;
- b. The total number of shares represented by such certificates ;
- c. The total par value of such shares ;
- d. The total commissions paid for sale of such shares to date ;
- e. The total consideration received for such certificates in money, or the total cash value of labor or property, if any.

3. A list of the bonds or other evidences of indebtedness, authorized by the Commission, which shall show :

- a. The numbers of such bonds or evidences of indebtedness ;
- b. To whom sold or executed ;
- c. The face value of such bonds or other evidences of indebtedness ;
- d. Brokerage or commissions paid on each sale ;
- e. The consideration realized in money on each sale, or the cash value of labor or property, if any.

4. Total bonds or other evidences of indebtedness issued and outstanding at the end of the month, which shall show :

- a. The total number of such bonds or other evidences of indebtedness ;
- b. The total face value thereof ;
- c. The total brokerage or commissions paid thereon to date ;
- d. The total consideration which has been received in money from the sale thereof, and the cash value of labor or property, if any.

B. DISBURSEMENTS.

The accounting for the proceeds of sale of all stocks, bonds or other evidences of indebtedness, authorized by the Commission, shall be in such manner and in accordance with such classifications as the Commission may from time to time prescribe.

In the event that construction work is performed under a contract, the reporting utility shall by such contract require the contractor to furnish to the utility such information that the utility may be able to report to the Commission, in accordance with such classifications as it may have prescribed, if any, the cost to the utility of the different items of the classification. Such report shall also show the quantities of the different classes of construction and equipment.

When the consideration given, and for which a charge is made to any property account, is anything other than money, the actual consideration shall be fully described in the entry, to enable identification, and the amount charged shall be the actual money value of the consideration at the time of the transaction.

The expenditures for each month under each authorization of the Commission shall be reported in the following form :

strued to require any such corporation to secure such certificate for an extension within any city and county or city or town within which it shall have theretofore lawfully commenced operations, or for an extension into territory either within or without a city and county or city or town, contiguous to its street railroad, or line, plant or system, and not theretofore served by a public utility of like character, or for an extension within or to territory already served by it, necessary in the ordinary course of its business; *and provided, further*, that if any public utility, in constructing or extending its line, plant or system, shall interfere or be about to interfere with the operation of the line, plant or system of any other public utility, already constructed, the Commission, on complaint of the public utility claiming to be injuriously affected, may, after hearing, make such order and prescribe such terms and conditions for the location of the lines, plants or systems affected as to it may seem just and reasonable.

(b) No public utility of a class specified in subsection (a) hereof shall henceforth exercise any right or privilege under any franchise or permit hereafter granted, or under any franchise or permit heretofore granted but not heretofore actually exercised, or the exercise of which has been suspended for more than one year, without first having obtained from the Commission a certificate that public convenience and necessity require the exercise of such right or privilege; *provided*, that when the Commission shall find, after hearing, that a public utility has heretofore begun actual construction work and is prosecuting such work, in good faith, uninterruptedly and with reasonable diligence in proportion to the magnitude of the undertaking, under any franchise or permit heretofore granted but not heretofore actually exercised, such public utility may proceed, under such rules and regulations as the Commission may prescribe, to the completion of such work, and may, after such completion, exercise such right or privilege; *and provided, further*, that this section shall not be construed to validate any right or privilege now invalid or hereafter becoming invalid under any law of this State.

(c) Before any certificate may issue, under this section, a certified copy of its articles of incorporation or charter, if the applicant be a corporation, shall be filed in the office of the Commission. Every applicant for a certificate shall file in the office of the Commission such evidence as shall be required by the Commission to show that such applicant has received the required consent, franchise or permit of the proper county, city and county, municipal or other public authority. The Commission shall have power, after hearing, to issue said certificate, as prayed for, or to refuse to issue the same, or to issue it for the construction of a portion only of the contemplated street railroad, line, plant or system, or extension thereof, or for the partial exercise only of said right or privilege, and may attach to the exercise of the rights granted by said certificate such terms and conditions as in its judgment the public convenience and necessity may require. If a public utility desires to exercise a right or privilege under a franchise or permit which it contemplates securing, but which has not as yet been granted to it, such public utility may apply to the Commission for an order preliminary to the issue of the certificate. The Commission may thereupon make an order declaring that it will thereafter, upon application, under such rules and regulations as it may prescribe, issue the desired certificate, upon such terms and conditions as it may designate, after the public utility has obtained the contemplated franchise or permit. Upon the presentation to the Commission of evidence satisfactory to it that such franchise or permit has been secured by such public utility, the Commission shall thereupon issue such certificate.

And section 51, under which are made applications for sales and incumbrances of property, and for authority to purchase the capital stock of other public utilities, provides as follows:

SEC. 51. (a) No railroad corporation, street railroad corporation, pipe line corporation, gas corporation, electrical corporation, telephone corporation, telegraph corporation or water corporation shall henceforth sell, lease, assign, mortgage or otherwise dispose of or encumber the whole or any part of its railroad, street railroad,

line, plant or system, necessary or useful in the performance of its duties to the public, or any franchise or permit or any right thereunder, nor by any means whatsoever, direct or indirect, merge or consolidate its railroad, street railroad, line, plant or system, or franchises or permits or any part thereof, with any other public utility, without having first secured from the Commission an order authorizing it so to do. Every such sale, lease, assignment, mortgage, disposition, encumbrance, merger or consolidation made other than in accordance with the order of the Commission authorizing the same shall be void. The permission and approval of the Commission to the exercise of a franchise or permit under section 50 of this act, or the sale, lease, assignment, mortgage or other disposition or encumbrance of a franchise or permit under this section shall not be construed to revive or validate any lapsed or invalid franchise or permit, or to enlarge or add to the powers or privileges contained in the grant of any franchise or permit, or to waive any forfeiture. Nothing in this subsection contained shall be construed to prevent the sale, lease or other disposition by any public utility of a class designated in this subsection of property which is not necessary or useful in the performance of its duties to the public, and any sale of its property by such public utility shall be conclusively presumed to have been of property which is not useful or necessary in the performance of its duties to the public, as to any purchaser of such property in good faith for value.

(b) No public utility shall hereafter purchase or acquire, take or hold, any part of the capital stock of any other public utility, organized or existing under or by virtue of the laws of this State, without having been first authorized to do so by the Commission. Every assignment, transfer, contract or agreement for assignment or transfer of any stock by or through any person or corporation to any corporation or otherwise in violation of any of the provisions of this section shall be void and of no effect, and no such transfer shall be made on the books of any public utility. Nothing herein contained shall be construed to prevent the holding of stock heretofore lawfully acquired.

Appropriate rules and regulations providing for a proper presentation of applications arising under these and other sections of the law have been adopted, it being the purpose of the Commission thereby to secure all the information necessary to a complete understanding of each case without imposing unnecessary burdens upon the applicant in submitting details.

CAPITALIZATION.

A question of importance arose in the responsibility of the Commission to the investing public in permitting capital stock, bonds and notes of public utilities to be issued. The interests of investors, naturally, are one of the considerations entering into a determination of these applications. It is entirely obvious, however, that, by reason of the business risks inherent in every commercial undertaking and arising out of conditions which cannot be anticipated, the responsibility of the Commission goes toward determining that the securities approved to be issued are reasonably required for proper corporate purposes and in safeguarding the issue and the expenditure of the proceeds therefrom in the manner hereinbefore explained. The purchasers of such securities are not exempt from business risks, nor are they justified in regarding the order of the Commission as a guarantee of the Commission of the success of the enterprise. In the following language the Commission expressed

itself upon this point in the matter of the application of Central California Gas Company:

It should be clearly understood, however, that in making these findings the Commission does not guarantee the financial success of the proposed construction. The Commission is of the opinion that there is a field for the manufacture and distribution of gas in the communities affected but cannot pass on the probable success of any particular plan of supplying this field.

Also in the matter of the application of Stockton Terminal and Eastern Railroad Company the Commission said:

This Commission does not guarantee bonds, stocks or other securities which it authorizes. Ordinarily, the Commission's function in passing on a proposed bond issue is principally to ascertain whether the purposes for which it is desired to secure funds are proper and whether the moneys desired for such purposes are reasonably necessary therefor and whether the bonds are sold for a reasonably high price and to take the necessary steps to assure itself that the moneys derived from the disposition of such securities are expended solely for the purposes authorized.

Particularly intricate and involved is the problem of securing a true relation between outstanding capitalization and capital assets. The financial operations of public utilities, unregulated and unrestricted for years and contaminated with practices no longer permissible in law and fundamentally unsound, have resulted in many instances in gross overcapitalization. And this, in turn, has led to fictitious entries upon the assets side of balance sheets. It, indisputably, is the duty of this Commission to avoid sanctioning in any way any perversion of the intent and purpose of the law one essential object of which is to secure accurate and truthful accounts. Not only because past corporate practices have led to claims of right to earn returns upon securities unrepresented by values but as well because new securities are sold to purchasers who repose faith in the correctness of corporate accounts, is the Commission engaged in the highly important task of not allowing new securities to be put upon the market until inquiry first has been made into the affairs of the company and an earnest endeavor exerted, where conditions demand it, to bring about a sound and healthy basis for the issue.

In the matter of the application of Tidewater Southern Railway Company for approval of issue of capital stock and bonds, it appeared that applicant was formed as the result of the consolidation of two other companies; that one of the predecessor companies had issued to the promoter its capital stock in the par value amount of \$2,188,600 for certain rights of way alleged to have been acquired by him and assigned to the company; and that while the consolidation was effected prior to March 23, 1912, this stock had not been exchanged for the capital stock of the consolidated company. Although the stockholders of the constituent companies were entitled to have stock in the new corporation issued to them in exchange for their holdings, the consent of the Commission to such exchange was now legally necessary. The proceedings

developed the further fact that the predecessor company had issued the stock above referred to principally for the purpose of control. As a result of the proceedings the promoter stipulated to return at once to the treasury and cause to be cancelled the certificate of capital stock of the consolidated company in the amount of \$188,600, and further stipulated to cause to be canceled, on or before July 1, 1919, the certificate in the amount of \$2,000,000 when issued by the consolidated company, this latter certificate to be stamped: "Issued for voting purposes only. Not to be transferred, and to be cancelled and returned to the treasury on or before July 1, 1919." * * * In thus providing for the restoration of capital stock, the Commission said:

It should be distinctly understood that the Commission does not by this opinion commit itself to a policy of sanctioning the issue of stock for control only. The arrangement hereinbefore outlined will be made in view of the particular facts of this case, in which it appears that the 2,000,000 shares of stock were issued by The Tide Water and Southern Transit Company to Mr. _____ prior to March 23, 1912, the effective date of the Public Utilities Act, and that Mr. _____ was entitled by the consolidation to have applicant issue an equivalent number of shares to him.

Other instances related to capitalization matters which have been presented for consideration concern discount on sales of bonds, allowances of stock for promotion services, the amount of securities to be permitted in case of newly projected utilities and the ratio, if any, that should be maintained between outstanding bond and stock amounts. The Commission has sanctioned the sale of bonds at less than par.

CERTIFICATES OF CONVENIENCE AND NECESSITY.

Problems equally interesting, important and intricate, likewise have arisen in connection with other classes of applications and particularly those concerning the exercise of franchise rights and the extensions of systems of existing companies. It is a matter of common knowledge that serious losses to individuals and communities not infrequently have resulted from ill-advised new utilities. While this State with its rapidly increasing population has suffered comparatively little in this respect, it is, however, a matter for consideration whether the Commission in each instance shall determine if the enterprise is commercially feasible or whether the burden of such decision shall rest with those who take the chance of gain, the promoters and the investing public.

Where a new or existing utility applies for permission to construct and operate in a territory supplied with similar service by another company there primarily is presented for consideration on the one side the promised advantages to the public of the threatened competition, and on the other side the disadvantages of duplicated facilities and of the economic waste resulting from unnecessary investment. In the matter of the application of Great Western Power Company, the Commission said upon this point:

While the general intent of this provision of the act (sec. 50, Public Utilities Act)

is plain, its application to a particular contingency is surrounded by much difficulty. It certainly is true that where a territory is served by a utility which has pioneered in the field, and is rendering efficient and cheap service and is fulfilling adequately the duty which, as a public utility, it owes to the public, and the territory is so generally served that it may be said to have reached the point of saturation as regards the particular commodity in which such utility deals, then certainly the design of the law is that the utility shall be protected within such field; but when any one of these conditions is lacking, the public convenience may often be served by allowing competition to come in. It has been urged in this proceeding that where a utility occupying a field has generally served such field so that the advent of a second utility would merely serve to divide the business, then if the existing utility has the ability, if it choose to do so, to furnish such territory efficiently and at as reasonable rates as can be legitimately accorded by the utility desiring to enter the field, even though it had theretofore charged excessive rates or given inefficient service, yet sound economy would require the authority, which has the power to regulate the rates and service of such utility, to require the existing utility to furnish such territory adequately and cheaply and to keep the second utility out. Theoretically, much can be said in favor of this contention, but to attempt to apply it would in practice defeat the very intent of the Public Utilities Act in all cases where utilities did not voluntarily accord to their patrons those things which are their due or, at least, would impose upon the public authorities the burden of forcing such utilities into a realization of what their proper relationship to the public is. In times past in this State efforts on the part of public authorities to force utilities to give reasonable rates and adequate service have been met with long continued litigation, and if the public authorities have at hand an efficient and summary method of forcing public utilities to accord to their patrons such reasonable rates and adequate service, then, in our opinion, it is their duty to use it. If any territory served by an existing utility is afflicted by such utility with excessive rates or inefficient service, and a second utility of the same kind desires to enter such territory and this Commission should say to the existing utility, "although when you had matters your own way you lost sight of your duty to the public, yet we will still preserve for you this territory in consideration of your future good behavior," in how many instances does any one suppose a new utility would apply to enter a territory served by an existing utility when the only effect of all its trouble and expense would be the cheapening of the rate and the improvement of the service of the existing utility? And hence if we should in the very first important contested application for a certificate of public convenience and necessity announce the rule that where the major portion of a territory is served, though inefficiently and at high rates, the result of such application will be merely to put the existing utility upon its good behavior, then we would, in effect, be saying to all the offending utilities of this State, if there be any, "you may proceed with your present methods until competition knocks at the door of your territory and only then will you be compelled to do justice," and we would be saying to every new public utility "you will knock in vain at the door of any field now served by a utility." The result would be that old utilities would keep their territory unspurred by the fear of competition, knowing always that only when it was imminent need they prepare to do justice to their patrons, and the new utilities, having no incentive to apply for permission to go into territory more or less completely but inefficiently served, would limit themselves to new fields within which they would soon, in turn, assume the same attitude as would be assumed by the old utilities now doing business within the State. Rather, do we announce the rule that only until the time of threatened competition shall the existing utility be allowed to put itself in such a position with reference to its patrons, that this Commission may find that such patrons are adequately served at reasonable rates. By announcing this principle, we hope we shall hold out to the existing utilities an incentive which will induce them voluntarily, without burdening this Commission or other governmental authorities, to accord to the communities of this State those rates and that service to which they are in justice entitled, and to the new utilities we shall likewise hold out the incentive that on the discovery by them of territory which is not accorded reasonable service and

just rates, they may have the privilege of entering therein if they are willing to accord fair treatment to such territory. We understand the certificate of public convenience and necessity to be in this State largely a precautionary measure. We have already dealt somewhat at length with the cases wherein we believe competition should be allowed, even though such competition will mainly serve to take patrons from the existing utility. If, however, a territory is completely served and the utility has, to the best of its ability, given fair treatment to its patrons, as already intimated, this Commission will be slow to permit a competitor to come into its territory. One of the few cases where, under such circumstances, the competitor will be permitted to enter the field, will be where the competitor can adequately furnish the commodity at a rate so much less than the rate which can be accorded by the existing utility that the interests of the public demand the commodity at the lower rate. We are aware that this may work hardships upon small companies and we are likewise aware that the State owes a duty to the small utility which has gone into a field and furnished the inhabitants thereof with a service which would otherwise have been denied them. When the advent of the new utility, under such circumstances, will serve, through legitimate competition, to impair the investment of the existing utility, the difference in rates which may be legitimately accorded by the new utility must be so considerable that the public interest clearly demands the rendition of the service at the lower rate before this Commission will be moved to permit the competitor to enter such field, provided always, as we have already said, that the existing utility, be it small or great, has been doing its best to treat its patrons fairly.

Competition does not necessarily become duplication unless the field covered by a natural monopoly is completely served. California has just begun her development. We have no doubt that as a rule in this State the going in of a second utility will develop a considerable amount of new business, while leaving an ample field for the existing utility. Such being the case, the instances wherein this Commission will deny a certificate of public convenience and necessity by reason of the fact that another utility is already in the field will be comparatively rare. If we had as dense a population as exists in some of the eastern states and if our territory was supporting practically the limit of its population and practically all the territory of this State was covered by the plants of existing utilities, then under the rule we have already announced practically the only cases wherein a second utility would be permitted to compete would be those cases wherein the present utility was remiss in its duty to the public. But the fact that a power line, for instance, crosses a county and in the immediate vicinity of its line is distributing electricity for power and light purposes, certainly could not lead us to conclude that the entire territory of such county was completely occupied by the existing utility. Many thousands of horse power of hydroelectric energy are now being developed, and we have no doubt that the rapidly increasing population and expansion of enterprise within this State will develop a market which will keep pace with the increase of the supply of this commodity. * * *

By reason of the dual regulation system in vogue in this State, we find ourselves confronted with this difficulty. We do not believe in rate wars which serve to reduce the earnings of a utility below a reasonable figure. While such rate wars may bring a temporary advantage to a locality, it is our opinion that they often react ultimately to the detriment of such locality. The attitude of some of the city authorities who appeared before us seems to be that they are willing to take the very lowest rate that cutthroat competition will give. Since when we grant this application all power over rate fixing within the cities involved goes out from under our control, we will have to leave it to the good sense of the city authorities and the good business judgment of the utilities involved to see that rates are not accorded which will be on an unreasonable scale. To the utilities, we suggest that should they enter into a rate contest in these cities this Commission may feel inclined to take as the standard of reasonableness for rates in territory within our control, the standard voluntarily put in by these utilities within territory over which we have no control, and that the Commission will take their attitude in such cases into consideration on subsequent applications by such companies to this Commission.

We do not, however, believe it is necessary for us to admonish the local authorities against allowing a condition of competition to prevail which will ultimately lead to absorption of one utility by another and an endeavor thereafter on the part of the survivor to recoup itself for its losses, which ruinous competition has entailed. * * *

In considering this entire matter, we have not lost sight of one other fact which we believe should be given consideration by us. At the time of the passage of the Public Utilities Act, various enterprises were in the process of construction and steps had been taken towards entering the field which might not have been taken had the Public Utilities Act been in effect. We might very well lay down a different rule for a new utility that now desires to begin operation and that has not invested large sums of money on the faith of its right to do business in a competitive field. While the present undeveloped condition of California might lead us to apply slightly, if any, more strict rules to a new company than to one in existence and with its enterprise mapped out before the going into effect of this act, yet as development increases and the available market for electrical energy becomes more nearly satisfied, we believe that public policy will require us to adopt rules of increasing strictness, and when we shall have reached a development such as now exists in some of the older eastern states, as we have already said, probably any public utility of the kind for which a certificate of public convenience and necessity is required may feel safe within its field so long as it adequately serves the public at reasonable rates and assumes that position toward its patrons which public policy demands.

GRADE CROSSINGS.

Section 43 of the Public Utilities Act provides:

SEC. 43 (a) No public road, highway or street shall hereafter be constructed across the track of any railroad corporation at grade, nor shall the track of any railroad corporation be constructed across a public road, highway or street at grade, nor shall the track of any railroad corporation be constructed across the track of any other railroad or street railroad corporation at grade, nor shall the track of a street railroad corporation be constructed across the track of a railroad corporation at grade, without having first secured the permission of the Commission; *provided*, that this subsection shall not apply to the replacement of lawfully existing tracks. The Commission shall have the right to refuse its permission or to grant it upon such terms and conditions as it may prescribe.

(b) The Commission shall have the exclusive power to determine and prescribe the manner, including the particular point of crossing, and the terms of installation, operation, maintenance, use and protection of each crossing of one railroad by another railroad or street railroad, and of a street railroad by a railroad, and of each crossing of a public road or highway by a railroad or street railroad and of a street by a railroad or *vice versa*, subject to the provisions of section 2694 of the Political Code, so far as applicable, and to alter or abolish any such crossing, and to require where, in its judgment, it would be practicable, a separation of grades at any such crossing heretofore or hereafter established and to prescribe the terms upon which such separation shall be made and the proportions in which the expense of the alteration or abolition of such crossings or the separation of such grades shall be divided between the railroad or street railroad corporations affected or between such corporations and the State, county, municipality or other public authority in interest.

The number of crossings at grade of streets and highways across railroads and of one railroad across another railroad is increasing in this State with great rapidity, due largely to the construction of suburban and interurban electric roads. The operation of heavy cars at high speed upon these roads, the extensive use of automobiles upon highways, and the crossing at grade of steam and electric roads is giving rise to

conditions which involve serious elements of danger to the traveling public.

In the determination of applications presented under the above section of the law, the Commission is addressing itself to the problem of safeguarding against accidents. And with the assured construction in the future of many new roads and of increased traffic, this problem promises to grow in importance.

While the protection of the public demands and is being given every consideration, the Commission, in imposing requirements, unavoidably must act within the limits of commercial feasibility. It manifestly would be unwise, by denying a projected road the right to cross highways at grade, to render its construction financially improvident and, therefore, impossible by reason of the great additional expense of constructing over or under crossings. Nor should such additional cost be required of a county which desired to construct a new public highway across existing tracks, if the crossing at grade may be reasonably safeguarded. Also, the volume of business on electric roads does not, as yet, justify in all instances the expenditures for protection that reasonably may be required of steam roads.

In each proceeding the applicant must establish a *prima facie* case of necessity to construct at grade. The proposed crossing is inspected by the Commission and its engineer and the manner and point of crossing approved or modified and the terms of installation, operation, maintenance, use and protection prescribed in the order in accordance with the circumstances of each particular case.

Following the table in grade crossing applications will be found cited several of the decisions entered in these matters.

The extraordinary provisions of law to which attention has been directed in the preceding pages have been placed upon the statute books of the State that abuses long continued shall be made to cease and that corporate practices in all these matters shall be governed by principles essential to the public welfare. Such principles are not indicated in the law and it is the duty of the Commission to observe and establish them.

Underlying its decisions is the constant endeavor of the Commission so to exercise its powers as not only to protect the public against those corporate practices which have led to State regulation, but to foster and encourage the development of public utility enterprises and the investment of capital therein. The best interests of the public imperatively demand the observance of this general policy.

In the following tables are summarized the formal applications disposed of during this period. A syllabus of each application follows the table in which it is listed. A complete statement of each matter,

together with a discussion of the grounds upon which the decision is made, may be found in the opinion which customarily accompanies each order and to which reference should be made for a full understanding of the principles enunciated. These opinions and orders will be printed in full in the volume which shortly is to supplement this report.

Table of decisions upon applications under section 52 for approval of issue of stock, bonds and other evidences of indebtedness.

Name of applicant.	Nature of security.	Amount allowed.	Date of order. 1912.
Southern California Edison Company-----	Bonds	\$4,117,000	May 24
Central California Gas Company-----	Bonds	88,000	May 30
	Stock	23,500	
Stockton Terminal and Eastern Railroad Company.	Bonds	65,000	May 30
Western States Gas and Electric Company-----	Bonds	351,000	June 7
The Bakersfield Water Company-----	Bonds	50,000	June 20
Tidewater Southern Railway Company-----	Bonds	750,000	
	Stock	3,499,395	June 29

Applications for Authority to Issue Stocks, Bonds, and Notes.

SOUTHERN CALIFORNIA EDISON COMPANY.

In the matter of the application of Southern California Edison Company for an order authorizing the issuance of its bonds secured by trust indenture to the amount of \$4,117,000, and the exchange of said bonds for bonds issued and outstanding, secured by underlying mortgages upon the properties of Southern California Edison Company. App. No. 34.

The Southern California Edison Company applied herein for an order authorizing the issuance of \$4,117,000 of bonds to be exchanged for an equal amount of outstanding bonds.

Ordered: 1. That Southern California Edison Company be and it is hereby authorized to issue any of its bonds Nos. 4,900 to 10,296, both numbers inclusive, under that certain trust indenture from Southern California Edison Company to Harris Trust and Savings Bank and Los Angeles Trust and Savings Bank, trustees, dated November 1, 1909, to the amount of \$4,117,000, in the denomination of \$1,000 each; said bonds to bear date November 1, 1909, and to be payable thirty years from their date, and to bear interest at the rate of 5 per cent per annum, payable semi-annually.

Ordered: 2. That said bonds shall be used for the following purposes only: They may be exchanged from time to time as and when such exchanges can be effected by said Southern California Edison Company for an equal amount of the par value of the following described bonds, viz:

(a) Bonds to the amount of \$3,507,000 par value, issued under a mortgage or deed of trust from The Edison Electric Company, a corporation of the State of Wyoming, dated September 1, 1902, to the Los Angeles Trust Company, trustee, and United States Mortgage and Trust Company, co-trustee, said bonds bearing date September 1, 1902, due September 1, 1922, and bearing interest at the rate of 5 per cent per annum;

(b) Bonds to the amount of \$48,000 par value, issued under a mortgage or deed of trust from Edison Electric Company, a corporation of the State of California, dated December 2, 1897, to the Title Insurance and Trust Company of Los Angeles, trustee, said bonds bearing date December 2, 1897, due December 2, 1927, bearing interest at the rate of 6 per cent per annum;

(c) Bonds to the amount of \$391,000 par value, issued under a mortgage or deed of trust from Edison Electric Company, a corporation of the State of California, dated September 1, 1899, to the Title Insurance and Trust Company of Los Angeles, trustee, said bonds bearing date September 1, 1899, due September 1, 1929, bearing interest at the rate of 5 per cent per annum;

(d) Bonds to the amount of \$15,000 par value, issued under a mortgage or deed of trust from Southern California Power Company, dated July 31, 1897, to the Title Insurance and Trust Company of Los Angeles, trustee, said bonds bearing date July 31, 1897, due August 1, 1927, at the rate of 6 per cent per annum;

(e) Bonds to the amount of \$139,000 par value, issued under mortgage or deed of trust from United Electric Gas and Power Company, dated December 1, 1900, to Broadway Bank and Trust Company of Los Angeles, trustee, said bonds bearing date December 1, 1900, due December 1, 1920, bearing interest at the rate of 5 per cent per annum;

(f) Bonds to the amount of \$17,000 par value, issued under a mortgage or deed of trust from Pomona and Ontario Light and Fuel Company, dated June 1, 1902, to Union Trust Company of San Francisco, trustee, said bonds bearing date June 1, 1902, due June 1, 1922, bearing interest at the rate of 5 per cent per annum.

Ordered: 3. That said bonds of Southern California Edison Company, amounting to \$4,117,000 par value, shall not be used for any purpose other than that hereinbefore specified, and that when said underlying bonds hereinbefore mentioned are received in exchange for said bonds of Southern California Edison Company from time to time, said underlying bonds shall be deposited with and held by said Harris Trust and Savings Bank, trustee, under and in accordance with the terms of said trust indenture from Southern California Edison Company to Harris Trust and Savings Bank and Los Angeles Trust and Savings Bank, trustee, dated November 1, 1909.

CENTRAL CALIFORNIA GAS COMPANY.

In the matter of the application of Central California Gas Company for a certificate of public convenience and necessity for construction of gas plant near the city of Lindsay and gas distributing system within the city of Lindsay; for an order permitting the exercise of a franchise right to be secured from the city of Lindsay; and for an order authorizing issuance of bonds of the face value of \$40,000. App. No. 1.

In the matter of the application of Central California Gas Company to purchase property of Home Gas Company of Porterville; also for an order authorizing Central California Gas Company to issue bonds of the face value of \$31,400 and preferred stock of the par value of \$28,500; also application of Home Gas Company of Porterville to sell its property to the Central California Gas Company, and for an order permitting the exercise of a franchise right to be secured from the city of Porterville. App. No. 14.

In the matter of the application of Central California Gas Company for certificate of public convenience and necessity in the matter of gas to be supplied in the city of Exeter and in the county of Tulare; also for an order permitting the exercise of franchise rights to be secured from the city of Exeter and the county of Tulare; also for an order authorizing the issuance of bonds of the face value of \$75,000. App. No. 15.

Proceedings in the above matters were consolidated.

The Central California Gas Company was incorporated January 8, 1912, to manufacture and distribute gas for light, heat and power purposes in the cities of Lindsay, Exeter, and Porterville, Tulare County. Its authorized capital stock is \$100,000, of which \$50,000 is common stock and \$50,000 preferred stock.

Lindsay and Exeter at present are not supplied with gas. In Porterville gas service is being furnished by the Home Gas Company of Porterville. Applicant's plans involve the purchase of the entire capital stock of Home Gas Company, less the value of its solvent credits; the construction of a central gas manufacturing plant near Lindsay; the construction of transmission mains from the plant to Lindsay and between Lindsay and Porterville and Lindsay and Exeter; and the construction of distributing systems in Lindsay and Exeter. To carry out these plans, applicant made a contract, February 1, 1912, with the General Operating and Construction Company, wherein, for the construction of the plant at Lindsay, applicant agreed to deliver to the construction company the \$50,000 of common stock, \$15,000 of the preferred stock and \$40,000 of 6 per cent first mortgage bonds. The construction company agreed to accept the stock "in full payment for labor done" and to accept the bonds "for the work and material described" in the specifications, delivery of bonds to be made upon delivery of construction material at the plant site.

Applicant asked for permission to execute a trust deed securing \$300,000 6 per cent forty year bonds, for approval of purchase of the Porterville plant, for approval of exercise of certain franchise rights and for authorization to issue stock and bonds in the following amounts and for the following purposes:

(a) For the construction of the gas plant at Lindsay, \$40,000 bonds. Upon the evidence submitted by applicant, the value of the plant site, plus total construction cost, including engineering and other allowances, would not exceed \$40,948, against which, in addition to the bonds desired to be issued, applicant had previously issued \$50,000, common stock, and \$15,000 preferred stock. *Held*, that the Commission

could not in this case authorize bonds to be issued practically to the full value of the property to be acquired.

(b) For the purchase of all the property of Home Gas Company of Porterville, except its solvent credits, \$31,500 bonds and \$28,500 preferred stock. *Held*, that the purchase and sale of this plant is a proper purpose and the securities therefor should be allowed, provided the bonds are sold at not less than 80 per cent of their par value.

(c) For the construction of transmission mains between Lindsay and Exeter and Porterville, \$75,000, bonds. No plans being presented for financing a distributing system in Exeter, the Commission withheld its approval of the construction of a transmission line between Lindsay and Exeter until such plans are completed and submitted. The cost of a pipe line between Lindsay and Porterville, as computed by applicant, is \$29,700. *Held*, that the Commission will not, under the circumstances, authorize an issue of bonds in excess of 80 per cent of the value of the property to be acquired. For said construction, the Commission's authorization will limit the bond issue to the par value of \$23,500. As applicant's entire common stock has been issued and as the preferred stock will be taken up by the previous sale of 65 shares and for the other purposes hereinbefore stated, it was further held that it will be necessary for applicant to derive the additional funds necessary to the construction in question by assessment on the stockholders, or in some other manner.

In accordance with the foregoing, it was ordered as follows:

(1) The Railroad Commission finds that public convenience and necessity will be subserved by the construction of a gas plant near the city of Lindsay and by the construction of a distributing system for gas in the cities of Lindsay and Exeter by the construction of high pressure gas pipe lines along the highways of the county of Tulare between the cities of Lindsay and Porterville and Lindsay and Exeter.

(2) The Commission finds that public convenience and necessity will be subserved by the exercise by Central California Gas Company and by the Home Gas Company of Porterville of the franchise rights for which these companies have respectively applied to the cities of Lindsay, Porterville and Exeter and to the county of Tulare, as shown by the applications on file with this Commission and indicated in the foregoing opinion.

(3) The Commission hereby authorizes the execution by Central California Gas Company to the Los Angeles Trust and Savings Bank, trustee, of a trust deed or mortgage to secure a maximum issue of \$300,000 first mortgage forty year gold bonds, consisting of 600 bonds of the denomination of \$500 each, to be dated April 1, 1912, and payable on the first day of April, 1952, bearing interest at the rate of six (6) per cent per annum, and payable semiannually on the first days of October and April of each year.

(4) The Commission authorizes the issue of bonds under said mortgage in the amount of \$33,000, face value, to be applied solely to the construction of its proposed plant near Lindsay and its distributing system in said city, on the condition that the General Operating and Construction Company turn in to the Commission the amount of the common stock of the Central California Gas Company now in its hands, amounting to some 360 shares, having a par value of \$36,000, to have stamped thereon the words "Issued for control only and not to be transferred without the consent of the Railroad Commission," or words having a similar import, and on the further condition that applicant secure from General Operating and Construction Company a bond in the penal sum of \$20,000 conditioned upon the faithful performance of its contract to construct the gas plant near the city of Lindsay and the distributing plant therein, and satisfactory to the Commission.

(5) The Commission authorizes the purchase by Central California Gas Company of the property or capital stock of the Home Gas Company of Porterville, except its solvent credits, and the sale thereof by the Home Gas Company of Porterville to the Central California Gas Company. For this purpose the Commission authorizes the issue by the Central California Gas Company of bonds under said mortgage having a face value of \$31,500 and preferred stock of the par value of \$28,500, subject as to the bonds to the further conditions specified in section 7 hereof.

(6) The Commission authorizes the issue of bonds under said mortgage having a face value of \$23,500, for the purpose of constructing a high pressure gas pipe line along the highways of the county of Tulare from applicant's proposed plant near Lindsay to Porterville, subject to the conditions specified in section 7 hereof.

(7) The issue of bonds specified in sections 5 and 6 hereof shall be upon the following conditions, in addition to those heretofore specified:

1. The Central California Gas Company shall sell said bonds so as to net the said company not less than 80 per cent of the par value of the principal thereof besides interest accrued thereon.

2. The Central California Gas Company shall keep separate, true and accurate accounts showing the receipt and application in detail of the proceeds of the sale or disposition of said bonds during the preceding month, the terms and conditions of such sale or other disposition, the moneys realized therefrom and the use and application of such moneys.

3. The Central California Gas Company shall hereafter submit to the Commission for its approval an amendment to its mortgage providing for a sinking fund for the retirement of its bonds.

4. The authority hereby given to issue said bonds shall apply only to bonds issued by said company on or before the thirtieth day of June, 1913.

STOCKTON TERMINAL AND EASTERN RAILROAD.

In the matter of the application of the Stockton Terminal and Eastern Railroad Company for an order authorizing an issue of bonds of the par value of \$65,000. App. No. 51.

Application having been made by Stockton Terminal and Eastern Railroad Company for an order authorizing the issue of first mortgage gold bonds of the par value of \$65,000 secured by a trust deed; and

It appearing to the Commission that the capital to be secured thereby is necessary to and reasonably required by the company for the discharge of its obligations and acquisition of property and the construction and completion, extension and improvement of its facilities, it was

Ordered: That the Railroad Commission of the State of California does hereby authorize the issue by the Stockton Terminal and Eastern Railroad Company of sixty-five thousand (\$65,000) dollars face value, or so much thereof as may be necessary for the purposes hereinafter specified, of principal of bonds of said company, maturing the 1st day of April, 1941, unless sooner redeemed, to bear interest at six (6) per cent per annum, payable semiannually, under and in pursuance of the terms of the deed of trust or mortgage heretofore and on the 1st day of April, 1911, made and executed by said Stockton Terminal and Eastern Railroad Company to Mercantile Trust Company of San Francisco, as trustee, upon the conditions following, and not otherwise:

(1) The Stockton Terminal and Eastern Railroad Company shall sell the bonds hereby authorized so as to net the said company not less than eighty (80) per cent of the par value of the principal thereof besides interest accrued thereon.

(2) The proceeds from the sale of said bonds shall be applied to the following purposes only:

(a) For the discharge of obligations, as specified in application—\$26,925 82

(b) For the acquisition of property and the construction, completion, extension and improvements of facilities as specified in application —————\$25,074 18

(3) Said company shall keep separate, true and accurate accounts, showing the receipt and application in detail of the proceeds of the sale or disposal of the bonds hereby authorized to be issued and on or before the tenth day of each month the company shall make a verified report to the Commission stating the sale or other disposition of such bonds during the preceding month, the terms and conditions of such sale or other disposition, the moneys realized therefrom and the use and application of such moneys.

(4) The authority hereby given to issue such bonds shall apply only to bonds issued by said company on or before the thirtieth day of June, 1913.

WESTERN STATES GAS AND ELECTRIC COMPANY.

In the matter of the application of Western States Gas and Electric Company for an order authorizing issue of bonds of face value of \$351,000 and amendment of trust mortgage and of bonds issued thereunder. App. No. 66.

This application on the part of Western States Gas and Electric Company was for an order of the Commission authorizing (1) an issue of first and refunding mortgage bonds of the face value of \$351,000 to refund outstanding bonds of like

amount of Stockton Gas and Electric Corporation, a constituent company; (2) to amend the trust deed securing said issue of bonds and to amend bonds heretofore issued thereunder when presented by the holders.

Ordered: That the Railroad Commission of the State of California does hereby authorize the issue by the said Western States Gas and Electric Company of three hundred and fifty-one thousand dollars (\$351,000) face value of principal of bonds of said company, maturing the 1st day of June, 1941, redeemable at any interest date at 105 per cent of the face amount thereof, with accrued interest to the date of redemption, and to bear interest at the rate of five (5) per cent per annum, payable semi-annually under and in pursuance of the terms of the trust deed or mortgage heretofore and on the 1st day of June, 1911, made and executed by said Western States Gas and Electric Company to the Girard Trust Company, as trustee, said bonds to be sixty (60) bonds of the face value of five hundred (\$500) dollars each and numbered D 33 to D 38 inclusive, D 43 to D 52 inclusive, D 55 to D 56 inclusive and D 59 to D 100 inclusive and three hundred and twenty-one (321) bonds of the face value of one thousand (\$1000) dollars each and numbered M 586, M 2108 to M 2120 inclusive, and M 2122 to M 2423, inclusive, upon the conditions following, and not otherwise:

(1) The Western States Gas and Electric Company shall sell the bonds hereby authorized so as to net the said company not less than eighty-seven and one half (87½) per cent of the par value of the principal thereof besides interest accrued thereon.

(2) The proceeds from the sale of said bonds shall be applied solely to purpose of retiring and cancelling bonds of the face value of three hundred and fifty-one thousand (\$351,000) dollars of the Stockton Gas and Electric Corporation, a subsidiary corporation.

(3) Said company shall keep separate, true and accurate accounts, showing the receipt and application in detail of the proceeds of the sale of the bonds hereby authorized to be issued and on or before the 10th day of each month the company shall make a verified report to the Commission stating the sale or other disposition of such bonds during the preceding month, the terms and conditions of such sale, the moneys realized therefrom and the use and application of such moneys.

(4) The authority hereby given to issue such bonds shall apply only to bonds issued by said company on or before the thirtieth day of June, 1913.

And it is further ordered that applicant be permitted to amend its said trust deed or mortgage dated the 1st day of June, 1911, and the bonds which have heretofore issued thereunder, when presented by the holders as specified in paragraphs first, second and third of said proposed supplemental trust agreement between applicant and Girard Trust Company and as hereinbefore set forth in the opinion in this application.

BAKERSFIELD WATER COMPANY.

In the matter of the application of Bakersfield Water Company for permission to issue bonds of the par value of \$50,000 and execute a first mortgage to secure the same. App. No. 86.

The Bakersfield Water Company made application for approval of issue of 50 first mortgage bonds of the par value of \$1,000.00 each, it being the intention of the company to use \$15,000.00 of the proceeds in paying off two certain mortgages, and the balance, \$30,000.00 in reconstructing the distributing system.

Ordered: That the Railroad Commission of the State of California does hereby authorize the issue by Bakersfield Water Company of \$50,000 face value of first mortgage bonds of \$1,000 each and bearing interest at the rate of 6 per cent per annum, said bonds to be numbered from 1 to 50 inclusive, and to mature and become payable as follows:

- Bonds No. 1 to 5, both inclusive, upon the 1st day of April, 1913.
- Bonds No. 6 to 10, both inclusive, upon the 1st day of April, 1914.
- Bonds No. 11 to 15, both inclusive, upon the 1st day of April, 1915.
- Bonds No. 16 to 20, both inclusive, upon the 1st day of April, 1916.
- Bonds No. 21 to 25, both inclusive, upon the 1st day of April, 1917.
- Bonds No. 26 to 30, both inclusive, upon the 1st day of April, 1918.

Bonds No. 31 to 35, both inclusive, upon the 1st day of April, 1919.
 Bonds No. 36 to 40, both inclusive, upon the 1st day of April, 1920.
 Bonds No. 41 to 45, both inclusive, upon the 1st day of April, 1921.
 Bonds No. 46 to 50, both inclusive, upon the 1st day of April, 1922.

Said bonds to be issued under and in pursuance of the terms of a deed of trust or mortgage to be executed in form and terms as provided in a copy of a proposed deed of trust filed with the application herein upon the following conditions, not otherwise:

1. Bakersfield Water Company shall sell the bonds hereby authorized so as to net said company not less than \$45,000 plus the accrued interest on said bonds at the date of their delivery to the purchaser.

2. The proceeds from the sale of said bonds shall be used for the following purposes only:

- (a) For the discharge of obligations as specified in application \$15,000 00
- (b) For the acquisition of property and the construction, completion, extension and improvement of facilities, as specified in application and exhibits attached thereto----- \$30,000 00

3. Said company shall keep separate, true and accurate accounts showing the receipt and application in detail of the proceeds of the sale of said bonds hereby authorized to be issued and on or before the tenth day of each month, the company shall make a verified report to the Commission stating the sale or the disposition of such bonds during the preceding month, the terms and conditions of such sale or other disposition, the moneys realized therefrom and the use and application of such moneys.

4. The authority hereby given to issue such bonds shall apply only to bonds issued by said company on or before the 30th day of June, 1913.

TIDEWATER SOUTHERN RAILWAY COMPANY.

In the matter of the application of Tidewater Southern Railway Company for an order authorizing an issue of six hundred thousand shares of common stock and seven hundred and fifty thousand dollars, face value, of bonds. App. No. 38.

The Tidewater Southern Railway Company was incorporated March 11, 1912, as the result of the consolidation of Tidewater and Southern Railroad Company and Tidewater and Southern Transit Company. The Tidewater and Southern Railroad Company, incorporated to construct a railroad from Stockton to Turlock, had an authorized capital stock of \$1,000,000, of which \$350,000 was issued to promoters for rights of way and promotion services and \$360,175 was sold at par. The Tidewater and Southern Transit Company, incorporated February 16, 1912, to construct a railroad from Turlock to Fresno, had an authorized capital stock of \$4,000,000, of which 2,188,000 shares were issued for certain rights of way. The authorized capital stock of applicant is \$5,000,000, of which \$250,000 is preferred stock and \$4,750,000 is common stock. All shares are of the par value of \$1.00 each.

Of the \$600,000 capital stock for which approval of issue is now sought the proceeds of 350,000 shares were intended, applicant stated, to be used for the acquisition of equities in rights of ways and franchises from Stockton to Fresno. The proceedings, however, developed the fact that applicant desired the issue of this stock to enable 300,000 shares thereof to be transferred to the subscribers for a like amount of the stock of Tidewater and Southern Railroad Company and 50,000 thereof to be issued to the salesmen who sold said 300,000 stock. The proceeds of 250,000 shares of capital stock and 750,000 bonds, were intended to be used in the construction and improvement of its line of railroad from Stockton to Turlock. At the date the application was filed 7½ miles of track had been laid from Modesto, north, and 5½ miles from Turlock, west, and there had been graded 20 miles from Stockton, south.

The estimated cost of completing the road, the entire distance of which including branch lines will be 227 miles, was \$1,001,851.21

Ordered:

(1) Tidewater Southern Railway Company is hereby authorized to issue 2,842,285 shares of common stock of the par value of \$1.00 each and 57,100 shares of preferred stock of the par value of \$1.00 each, share for share, to the shareholders of The

Tidewater and Southern Railroad Company and The Tidewater and Southern Transit Company in exchange for the shares of stock owned by them in said respective companies on the condition, which condition shall be a condition precedent to the effectiveness of each and every portion of this order, that Mr. Byron A. Bearce shall have delivered to the treasurer of the applicant for cancellation and shall have presented to this Commission the treasurer's receipt showing the delivery and cancellation to him of certificate for 188,600 shares of applicant's common stock and also that Mr. Bearce shall have filed with applicant's treasurer a written agreement to deliver to said applicant, for cancellation, at or before 7 years from July 1, 1912, certificate for 2,000,000 shares of the common stock of applicant and that said certificate shall have been presented to this Commission for endorsement thereon of the words "Issued for voting purposes only. Not to be transferred, and to be canceled and returned to the treasury on or before July 1, 1919, as provided in agreement, dated July 1, 1912, between Byron A. Bearce and Tidewater Southern Railway Company."

(2) Tidewater Southern Railway Company is hereby authorized to issue 300,000 shares of its common stock of the par value of \$1.00 each, or so much thereof as may be necessary, to be delivered to persons who have made their notes to the Tidewater and Southern Railroad Company for certificates of stock in said company in an amount equivalent to the certificates of stock subscribed for by said persons.

(3) Tidewater Southern Railway Company is hereby authorized to issue 50,000 shares of its common capital stock of the par value of \$1.00 each, or so much thereof as may be necessary, to be delivered to salesmen who have sold the stock for which the notes referred to in paragraph 2 hereof were given, provided that no stock shall be issued under this paragraph to any person who shall not have filed with this Commission a signed and verified statement to the effect that he was a salesman employed by the Tidewater and Southern Railroad Company for the sale of stock, that he sold a certain amount of stock represented by one of said notes, and that there was an agreement between himself and the Tidewater and Southern Railroad Company to the effect that he should be paid for his services an amount designated in said verified notice. The Commission will thereupon in each case specify whether or not it will permit stock to be issued under this paragraph.

(4) Tidewater Southern Railway Company is hereby authorized to issue 250,000 shares of its common capital stock of the par value of \$1.00 each, and also bonds of the face value of \$750,000, or so much thereof as may be necessary for the purposes hereinafter specified, of principal of bonds of said company, maturing the 15th day of April, 1942, unless sooner redeemed, to bear interest at the rate of 5 per cent per annum, payable semiannually, under and in pursuance of the terms of the deed of trust or mortgage heretofore and on the 15th day of April, 1912, made and executed by said Tidewater Southern Railway Company to Union Trust Company of San Francisco, as trustee, said stock and bonds to be issued upon the conditions following, in addition to those hereinbefore specified, and not otherwise:

(a) Tidewater Southern Railway Company shall sell the stock and bonds in this paragraph authorized so as to net the said company not less than 80 per cent of the par value of the stock and 80 per cent of the face value of the principal of the bonds besides interest accrued thereon.

(b) The proceeds from the sale of said stock and bonds shall be applied to the following purposes only:

For the acquisition of the property and the construction, completion, extension and improvement of the facilities, specified in "Estimate of cost of completion of the Tidewater Southern Railway from Stockton to Turlock," which is a part of applicant's Exhibit "G."

(5) Applicant shall keep separate, true and accurate accounts showing the disposition made of every share of stock and every bond hereby authorized to be issued and showing the receipt and application in detail of the proceeds of all shares of stock or bonds hereby authorized to be issued and sold, and on or before the tenth day of each month applicant shall make a verified report to the Commission stating the sale or other disposition of such shares of stock or bonds during the preceding month, the

terms and conditions of such sale or other disposition, the moneys realized therefrom and the use and application of such moneys.

(6) Tidewater Southern Railway Company is hereby authorized to execute deed of trust or mortgage to Union Trust Company of San Francisco, dated April 15, 1912, a copy of which trust deed or mortgage is attached to the application and made a part thereof.

(7) The authority hereby given to issue shares of stock and bonds shall apply only to shares of stock and bonds issued by applicant on or before the thirtieth day of June, 1913. If at that time any of said stock and bonds may not have been issued, applicant may make further representations to the Commission.

Table of Decisions upon applications under section 51 for approval of transfer of properties and acquisition of capital stock, and under section 50 for certificates of public convenience and necessity.

Name of applicant.	Nature of application.	Date of order. 1912.
Sierra and San Francisco Power Company.	Certificate of convenience.....	May 11
Coast Valleys Gas and Electric Company.	To acquire capital stock of King City Water, Light and Power Company.	May 17
Hiram S. Roach.....	To transfer plant and property to Southern Sierras Power Company.	May 24
Central California Gas Company.	To acquire plant and property of Home Gas Company.	May 30
Central California Gas Company.	Certificate of convenience.....	May 30
Coast Valleys Gas and Electric Company.	Amend trust deed.....	June 7
Great Western Power Company.	Certificate of convenience.....	June 18
Rialto Light, Power and Water Company.	To transfer plant and property to Southern Sierras Power Company.	*
Fred B. Mechling.....	To transfer franchise in city of San Jacinto to Southern Sierras Power Company.	June 29

*Dismissed.

Applications for Certificate of Public Convenience and Necessity, etc.

SIERRA AND SAN FRANCISCO POWER COMPANY.

In the matter of the application of Sierra and San Francisco Power Company for permission to complete the construction of an electric transmission line. App. No. 13.

Applicant owns and operates an hydroelectric development in Tuolumne County and a transmission line therefrom to San Francisco. Prior to March 23, 1912, it commenced the construction of a branch transmission line from Alviso, Santa Clara County, to Salinas, Monterey County, passing through the cities of Morgan Hill and Gilroy and also through San Benito County. Applicant holds a franchise from the city of Gilroy to construct through that municipality, but not to distribute electricity therein. Applications for franchises have been made by applicant to the municipal authorities of Morgan Hill and to the supervisors of San Benito County. No evidence was introduced showing what portions of San Benito County, if any, are now served with electricity by other utilities.

The Commission granted a certificate of public convenience and necessity to applicant to construct said line through the cities of Morgan Hill and Gilroy and through San Benito County upon its obtaining requisite franchises from the local authorities. Whether the local distribution of light, heat and power by applicant shall be permitted in the county of San Benito will depend upon further application and proper showing of facts.

COAST VALLEYS GAS AND ELECTRIC COMPANY.

In the matter of the application of Coast Valleys Gas and Electric Company for an order authorizing the purchase by Coast Valleys Gas and Electric Company of all the issued capital stock of King City Water, Light and Power Company. App. No. 9.

The King City company was incorporated July 12, 1908, and is supplying electricity and water in King City, Monterey County. Its authorized capital stock is 2,000 shares of \$25 par value each, of which 941 shares have been issued. The company operates a steam generating plant and gives a sundown to sun-up electrical service.

In support of its application for approval of purchase of the capital stock of this company, the Coast Valleys Gas and Electric Company stated that twenty-four hour service would be supplied, that the power of the present plant would be supplemented by power from applicant's hydroelectric plant in Tuolumne County and that the introduction of this hydroelectric power would make possible a reduction of the present rate of \$.15 per kilowatt hour.

The application should be granted without an independent valuation by the Railroad Commission. It should be distinctly understood, however, that the granting of this application is not to be deemed to establish the value of the King City company's plant for rate fixing or any other purpose before the Railroad Commission or any other public authority and that this decision is confined to the testimony in this case and applicant's prayer therein.

HIRAM S. ROACH AND SOUTHERN SIERRAS POWER COMPANY.

In the matter of the application of Hiram S. Roach, an electrical corporation, and of the Southern Sierras Power Company, an electrical corporation, for an order authorizing the sale and transfer by the said Hiram S. Roach to the said Southern Sierras Power Company, of a certain electrical plant or system and property at San Jacinto, in the county of Riverside, State of California. App. No. 26.

Ordered that Hiram S. Roach be and he is hereby authorized to sell to the Southern Sierras Power Company, a corporation, which is hereby authorized to

purchase, that certain electrical distributing plant located in the town of San Jacinto, county of Riverside, California, said system including equipment, lines, poles and appurtenances through which the citizens of said town and vicinity are now being supplied with electric current for light and power, the price or consideration moving from said Southern Sierras Power Company to Hiram S. Roach for the transfer of said electric lighting system to be not in excess of \$10,500.

CENTRAL CALIFORNIA GAS COMPANY.

In the matter of the application of Central California Gas Company for a certificate of public convenience and necessity for construction of gas plant near the city of Lindsay and gas distributing system within the city of Lindsay; and for an order permitting the exercise of a franchise right to be secured from the city of Lindsay. App. No. 1.

In the matter of the application of Central California Gas Company to purchase property of Home Gas Company of Porterville; also application of Home Gas Company of Porterville to sell its property to the Central California Gas Company, and for an order permitting the exercise of a franchise right to be secured from the city of Porterville. App. No. 14.

In the matter of the application of Central California Gas Company for certificate of public convenience and necessity in the matter of gas to be supplied in the city of Exeter and in the county of Tulare; also for an order permitting the exercise of franchise rights to be secured from the city of Exeter and the county of Tulare. App. No. 15.

Proceedings in the above matters were consolidated.

For the decision in these applications see review of the applications listed under the preceding table.

COAST VALLEYS GAS AND ELECTRIC COMPANY.

In the matter of the application of Coast Valleys Gas and Electric Company for permission to modify its trust deed or mortgage and 786 bonds issued thereunder. App. No. 52.

The Coast Valleys Gas and Electric Company applied to the Commission for permission to modify the provisions of its trust deed by striking therefrom a covenant, section 5, article IV, to pay all taxes which may be imposed upon the bonds issued under the trust deed, and also to amend the bonds heretofore issued under such trust deed.

Ordered that permission be and the same is hereby granted to Coast Valleys Gas and Electric Company to modify its trust deed or mortgage dated as of March 1, 1912, by striking therefrom section 5 of article IV thereof; and

Be it further ordered that permission be and the same is hereby granted to said Coast Valleys Gas and Electric Company to issue amended bonds of the face value of one thousand (\$1000) dollars each, bearing the numbers 1 to 786 inclusive, in lieu of bonds of the same numbers heretofore issued by applicant, said bonds to show upon their face that they represent the same original indebtedness which was created prior to March 23, 1912, and to be issued under said trust deed or mortgage as so modified.

GREAT WESTERN POWER COMPANY.

PACIFIC GAS AND ELECTRIC COMPANY.

In the matter of the application of Great Western Power Company for certificates of public convenience and necessity and authorizations to exercise rights or privileges under franchises or permits heretofore granted or hereafter to be acquired in the counties of Sonoma, Solano, Napa and Marin and the cities of Santa Rosa, Petaluma, Sebastopol, Napa, Vallejo and other cities, under the provisions of sections 50a, 50b, and 50c of the Public Utilities Act. App. No. 35.

Also, in the matter of *Pacific Gas and Electric Company*, a corporation, Complainant, vs. *Great Western Power Company*, Defendant. Case No. 269.

On April 26, 1912, the Pacific Gas and Electric Company filed a complaint against the Great Western Power Company in which it alleged that the latter company had constructed certain pole lines for the transmission of electricity and was engaged in the construction of other such lines at various points in Solano, Napa, and Marin counties, all within the present territory of operation of complainant; and that a large portion of said acts had been performed since the effective date of the Public Utilities Act, March 23, 1912, and had been performed without securing the necessary franchises from the local county or municipal authorities or the necessary certificates of public convenience and necessity from this Commission.

The Great Western Power Company filed with this Commission May 6, 1912, its application for certificates of public convenience and necessity and for approval of construction of the work substantially as complained against by the Pacific Gas and Electric Company. The proceedings in the two matters were combined and heard together. The California Telephone and Light Company, Vallejo Electric Light and Power Company and Vacaville Water and Light Company operating in the same territory intervened and filed answers to the application of Great Western Power Company.

The Commission hereby finds as a fact that the present and future public convenience and necessity require and will require (a) the granting of the application of Great Western Power Company under the provisions of section 50a of the Public Utilities Act as to all sections of Solano County outside of incorporated cities and towns except the territory now served by the Vacaville Water and Light Company; all sections of Napa County outside of incorporated cities and towns other than the territory served by the Napa Valley Electric Company; all sections of Sonoma County outside of incorporated cities and towns other than the territory now served by the Cloverdale Light and Power Company and the California Telephone and Light Company except the southern end of the Sonoma Valley in and about Shellville; also the cities or towns of Napa, Santa Rosa, Sebastopol, Petaluma, Dixon, Suisun, and Fairfield, and also (b) the granting of the applications of Great Western Power Company under the provisions of sections 50b and 50c of the Public Utilities Act, referring to the approval of franchises, as hereinafter in this order specified; and,

The Commission hereby finds as a fact that the applicant has failed to make out its case as to the remaining territory specified in its application; and,

Basing its conclusion on the foregoing findings of fact, and on the further findings and statements specified in the opinion which precedes this order,

It is hereby ordered as follows:

1. The application of Great Western Power Company for a certificate under the provisions of section 50a of the Public Utilities Act, that the present or future public convenience and necessity require or will require the construction specified in its petition in Application No. 35, is hereby granted as to all the sections of Solano County outside of incorporated cities and towns except the territory now served by the Vacaville Water and Light Company; all sections of Napa County outside of incorporated cities and towns other than the district now served by the Napa Valley Electric Company; all sections of Sonoma County outside of incorporated cities and towns other than the districts served by the Cloverdale Light and Power Company and the California Telephone and Light Company except the southern end of the Sonoma Valley in and about Shellville; also the cities or towns of Napa, Santa Rosa, Sebastopol, Petaluma, Dixon, Suisun, and Fairfield, and the city of Vallejo in so far as affects the sale of light or power to the city for municipal purposes and to the Vallejo Electric Light and Power Company; also such other incorporated cities and towns, if any, in the territory affected as are now supplied with light and power.

2. The application of Great Western Power Company for such certificate is hereby denied, without prejudice to a further application, as to the county of Marin, the district now served by the California Telephone and Light Company (except the southern end of Sonoma Valley in and about Shellville, as to which the certificate is granted), the district now served by the Cloverdale Light and Power Company, the district now served by the Napa Valley Electric Company, the district now

served by the Vallejo Electric Light and Power Company except in so far as affects the sale of light or power to the city for municipal purposes and to the Vallejo Electric Light and Power Company, to which extent the application is granted, and the district now served by the Vacaville Water and Light Company and any other portions of Sonoma, Napa and Solano counties as to which the application is not granted.

3. The application of Great Western Power Company, under the provisions of section 50b of the Public Utilities Act for a certificate that public convenience and necessity require the exercise of rights or privileges under a franchise or permit granted subsequent to March 23, 1912, is hereby granted as to franchises heretofore passed and adopted as follows: County of Napa, May 13, 1912; county of Sonoma, June 3, 1912; county of Solano, June 3, 1912; city of Santa Rosa, April 16, 1912; and city of Napa, April 16, 1912—except in so far as the exercise of rights or privileges under such franchises would be contrary to the provisions of paragraph 2 of this order, to which extent the application is denied, without prejudice.

4. The application of Great Western Power Company, under the provisions of section 50c of the Public Utilities Act for an order declaring that this Commission will hereafter, upon application, issue a certificate that public convenience and necessity require the exercise of rights or privileges under franchises not now, but hereafter to be secured, from the cities or towns of Petaluma, Sebastopol, Suisun, Fairfield, and Dixon is hereby granted.

5. The application of Great Western Power Company, under the provisions of section 50c of the Public Utilities Act for an order declaring that this Commission will hereafter, upon application, issue a certificate that public convenience and necessity require the exercise of rights or privileges under a franchise not now, but hereafter to be secured, from the city of Vallejo is hereby denied, without prejudice, except as to the sale of light or power to the city for municipal purposes or to the Vallejo Electric Light and Power Company, to which extent the application is granted.

6. The complaint of Pacific Gas and Electric Company is hereby sustained in so far as its prayer comports with the foregoing paragraphs of this order and dismissed in so far as it fails to do so.

RIALTO LIGHT, POWER AND WATER COMPANY.

In the matter of the application of Rialto Light, Power and Water Company for permission to sell its electric light plant and property to Southern Sierras Power Company. App. No. 12.

Ordered:

On written request of applicant on file with this Commission, it is hereby ordered that the above entitled application be and the same is hereby dismissed.

SOUTHERN SIERRAS POWER COMPANY.

In the matter of application of The Southern Sierras Power Company, an electrical corporation, and of Fred B. Mechling for an order authorizing the assignment and transfer by the said Fred B. Mechling to the said The Southern Sierras Power Company of a certain franchise and franchise rights heretofore granted to and now held by the said Fred B. Mechling to erect, construct, operate and maintain an electrical system, consisting of poles, towers, wires, conduits and other necessary and convenient apparatus for transmitting and delivering electric energy for light, heat, power and other purposes within the city of San Jacinto, County of Riverside, State of California. App. No. 115.

Ordered:

The Southern Sierras Power Company, a corporation, and Fred B. Mechling having filed with this Commission an application under the provisions of section 51 of the Public Utilities Act for an order of this Commission authorizing the assignment and transfer by said Mechling to said The Southern Sierras Power Company of

that certain franchise heretofore and on the 2d day of April, 1912, granted to said Mechling by the city of San Jacinto by Ordinance No. 102, for the erection, construction, operation and maintenance of an electrical system for the transmission and delivery of electrical energy for light, heat, power and other purposes within said city; and said franchise having been secured by said Mechling for said The Southern Sierras Power Company, the owner of the electrical distributing system within said city, with the knowledge of all parties concerned; and the Commission finding that this is a case in which a public hearing need not be held and that the application should be granted as prayed for;

It is hereby ordered that said application be and the same is hereby granted as prayed for.

Table of Decisions upon applications filed under section 43 of the Public Utilities Act for approval of construction of crossings.

Name of applicant.	Location of crossing.	Date of decision. 1912.
Southern Pacific Company in behalf of Blinn Estate.	Second and Brannan streets and United Railroads in Brannan street, San Francisco.	Apr. 5
Miller & Lux.....	Kentucky street and the United Railroads in Kentucky street, San Francisco.	Apr. 26
Earl Fruit Company.....	Delaware street, town of Fairfield.....	May 8
Southern Pacific Company	Spur track crossing Parker street, Berkeley.	May 27
Northern Electric Railway Company.	Twelve public highways on its Marysville-Colusa Branch.	May 30
Northern Electric Railway Company.	Reavis road, city of Chico.....	May 30
Northern Electric Railway Company.	Five public streets in city of Chico, Butte County.	May 30
Sacramento and Woodland Railroad Company.	Tracks of Southern Pacific Company at Mikon, Yolo County.	May 30
Southern Pacific Company	Siding across public highway at Almond, Orange County, California.	June 6
Southern Pacific Company	Spur track across public highway, Potrero street, Santa Cruz.	June 6
Santa Maria Valley Railroad Company.	Public highway at Guadaloupe, Santa Barbara County.	June 8
Southern Pacific Company	Spur track across public highway, Turlock.	June 8
Southern Pacific Company	Spur track across Parker street and Tenth street, Berkeley.	June 8
Northern Electric Railway Company.	Southern Pacific tracks at Front and M streets, Sacramento.	June 17
Northern Electric Railway Company.	Certain streets in Sacramento.....	June 17
The County of Madera.....	To construct public highway over Southern Pacific tracks at Califfa, Madera County.	June 27
Southern Pacific Company	Spur track across public highway, Los Alamitos, Orange County.	June 27
Southern Pacific Company	Two spur tracks across public highway, Redlands.	June 27
Southern Pacific Company	Siding across public highway, San Bernardino.	June 27

Application for Grade Crossings.

It is not deemed necessary to an understanding of the Commission's policy in passing upon applications for grade crossing permits to burden this report with a review of each of the above decisions. This purpose will be fully served in the selection of several decisions as examples.

SACRAMENTO AND WOODLAND RAILROAD COMPANY.

In the matter of the application of Sacramento and Woodland Railroad Company, a corporation, for permission to construct its track, at grade, over the tracks operated by the Southern Pacific Company, at Mikon, Yolo County, State of California. App. No. 37.

Sacramento and Woodland Railroad Company having heretofore filed with this Commission its application for permission to construct its track at grade across the tracks of the Southern Pacific Company at Mikon, Yolo County, California, and public hearings having been held on said application before this Commission in the city of Sacramento, California, on the 17th day of May, 1912, and in San Francisco, California, on the 27th day of May, 1912; and it appearing from the testimony taken at said hearings and from the maps and profiles filed with the application and from the report of the engineer of this Commission that it is not reasonable or practicable to avoid a grade crossing at the point of proposed crossing with the tracks of the Southern Pacific Company, and that said application should be granted, subject to the conditions hereinafter specified.

It is hereby ordered that permission be hereby granted to Sacramento and Woodland Railroad Company to construct its railroad at grade across the railroad operated by the Southern Pacific Company at Mikon, Yolo County, California, in accordance with the plans and profiles submitted by Sacramento and Woodland Railroad Company, subject to the following conditions:

(1) The crossing frogs necessary for the said grade crossings shall be furnished by the Sacramento and Woodland Railroad Company and shall forever hereafter be maintained in good and first-class condition at the expense of said company.

(2) The Sacramento and Woodland Railroad Company shall install at its own expense for the protection of said crossing a first-class standard electric interlocking device of such plan and design as shall be approved by this Commission and it shall conform to the following general specifications, viz:

(a) The derails installed on the tracks of the Southern Pacific Company protecting the normal directions of approach of traffic shall be not less than 500 feet from the crossing.

(b) The derails installed for the protection of back-up movements on the Southern Pacific Company's tracks shall be not less than 200 feet from the crossing.

(c) The derails on the tracks of the Sacramento and Woodland Railroad Company shall be not less than 400 feet from the crossing.

(d) Home signals shall be installed not less than 55 feet in advance of the derails.

(e) Distant signals shall be installed not less than 2,000 feet in advance of the home signals on the Southern Pacific Company's tracks.

(f) All tracks shall be protected with electric track circuits within signal limits.

(g) The layout and character of installation shall in general conform to the specifications governing the installation of electric interlocking devices of the Southern Pacific Company, and said device shall be completed to the satisfaction of this company.

(h) Plans for said device shall be submitted in triplicate to this Commission for its approval before the work of construction is begun.

(3) The expense of maintaining and operating said interlocking device after its installation shall be divided between the Sacramento and Woodland Railroad Com-

pany and the Southern Pacific Company in the proportion of the number of functions necessary to operate the tracks of each.

(4) After the completion of said interlocking device it shall not be placed in operation until it has been inspected by and received the approval of this Commission and an order issued authorizing its operation.

(5) Until the order is issued by this Commission approving and authorizing the operation of said device, all trains passing over said crossings shall come to a full stop within 200 feet thereof and after giving proper signals shall pass over said crossings under full control.

(6) Sacramento and Woodland Railroad Company shall complete said device ready for inspection and approval by this Commission within sixty days after the installation of the crossing frogs.

(7) The interlocking device shall hereafter be maintained and operated subject to such rules and regulations as this Commission may hereafter issue governing in such matters.

(8) The terms and conditions specified in this order relating to said crossings as protection thereof shall hereafter be subject to such further revision and modification as to this Commission may seem just and proper, and this Commission reserves the right to revoke its permission if public convenience and necessity demand such action.

SACRAMENTO AND WOODLAND RAILROAD COMPANY.

In the matter of the application of Sacramento and Woodland Railroad Company, a corporation, for permission to construct its track at grade, over the tracks operated by the Southern Pacific Company, at Mikon, Yolo County, State of California. App. No. 37.

The two companies involved in the proceedings herein have, by stipulation, jointly requested this Commission so to modify the order heretofore entered herein as to relieve the Southern Pacific Company from the necessity of stopping its trains before crossing the line of the Sacramento and Woodland Railroad Company at the point hereinbefore determined for the crossing of these two lines.

Regardless of the agreement between the parties, the Commission feels that the safety of the public is of more importance than the convenience of operation of these two lines, and the application is denied.

NORTHERN ELECTRIC COMPANY.

In the matter of the application of Northern Electric Company, a corporation, for permission to construct its railroad at grade over the railroad operated by the Southern Pacific Company at and near the intersection of "M" street with Front street, city of Sacramento, State of California. App. No. 84.

Northern Electric Railway Company having heretofore, on June 4, 1912, filed with this Commission its application for permission to construct its railroad at grade across the railroad of the Southern Pacific Company at and near the intersection of "M" street and Front street in the city of Sacramento, Sacramento County, California; and it appearing to the Commission that this is not a case in which a public hearing is necessary, and that the applicant has entered into a contract with the Southern Pacific Company relative to the construction, maintenance, operation and protection of said crossings, and that applicant has secured the necessary franchise or permit from the city council of the city of Sacramento authorizing the construction and operation of the proposed tracks of "M" street and Front street, and it further appearing from the report of the engineer of the Commission that it is not reasonable nor practicable to avoid grade crossings at said points of proposed crossing, and that said application should be granted, subject to the conditions hereinafter specified.

It is hereby ordered that permission be hereby granted to Northern Electric Railway Company to construct its railroad at grade across the railroad operated by the Southern Pacific Company in Sacramento, California, at and near the intersection

of "M" street with Front street, and in accordance with the plans and profiles submitted by the Northern Electric Railway Company, subject to the following conditions, viz:

(1) The crossing frogs necessary for the said grade crossings shall be installed in accordance with the terms of a certain contract of date August 8, 1911, entered into between the Southern Pacific Company and Northern Electric Railway Company, a copy of which is filed with the application.

(2) The terms of said contract between the Southern Pacific Company and Northern Electric Railway Company relative to the construction, maintenance, operation and renewal of interlocking and other protective devices for said crossing and the division of the expense thereof are hereby approved by the Commission, except as follows:

(a) The plans and specifications for the interlocking and other protective devices must be submitted to and receive the approval of the Commission before they are installed;

(b) The interlocking and protective devices must be maintained and operated in accordance with such rules and regulations as the Commission may issue governing in such matters;

(c) Before such interlocking and protective devices are placed in operation they must be inspected by the Commission and an order issued approving them.

(3) Until an interlocking device is installed for the protection of the crossings and its operation approved by an order of the Commission, a flagman must be provided at the crossings for the protection of trains, and also for the protection of highway traffic, as provided in said contract of date August 8, 1911.

(4) Until the installation of the interlocking device and its approval by the Commission, all trains, engines or cars of either company approaching said crossings must come to a full stop before reaching same and after giving proper signals pass over the crossings under full control.

(5) The Commission reserves the right to make such further orders relative to the construction, operation, maintenance and protection of said crossings as to it may seem right and proper, and to revoke its permission if, in its judgment, the public convenience and necessity demand such action.

BOARD OF SUPERVISORS OF MADERA COUNTY.

In the matter of the application of the Board of Supervisors of Madera County, California, for an order authorizing the construction of a public highway crossing at grade over the tracks of the Southern Pacific Company at Califa, Madera County, California. App. No. 99.

Board of Supervisors of Madera County, California, acting by and through its chairman, W. A. Ellis, and clerk, W. R. Curtin, having heretofore on June 11, 1912, filed with this Commission its application for permission to construct a public highway, as hereinafter indicated, at grade across the tracks of the Southern Pacific Company in the town of Califa, Madera County, California; and, it appearing to the Commission that this is not a case in which a public hearing is necessary; and that the Southern Pacific Company agrees to said crossing at grade as prayed for in said application; and it further appearing that it is not reasonable nor practicable to avoid a grade crossing at the proposed point of crossing; and that said application should be granted subject to the conditions hereinafter specified,

It is hereby ordered that permission be hereby granted to the Board of Supervisors of Madera County, California, to construct a public highway at grade across the tracks of the Southern Pacific Company in the town of Califa, Madera County, California, said crossing being at the intersection of Broadway (street) of said town as shown by the map attached to said application, subject to the following conditions:

(1) That the expense of grading and constructing said crossing on each side and up to the tracks of the Southern Pacific Company shall be borne by the said county of Madera.

(2) That the expense of constructing said crossing over and between the tracks of said company, including the necessary plank and guardrails, and gravel, broken stone or other character of materials necessary to construct said crossing in a first-class and substantial manner suitable for the safe and convenient passage of the public, shall be borne by said Southern Pacific Company.

(3) Said crossing shall be constructed of a length not less than 48 feet, with grades of approach not exceeding 8 per cent.

(4) Said crossing, including such portion of the approaches as may be on the property of the Southern Pacific Company, shall be hereafter maintained in first class and safe condition for the use of the public, by said company.

(5) As soon as the proposed new crossing at Broadway is completed and ready for use of the public, the said board of supervisors shall issue the necessary order and abandon for public use and close the present public highway crossing of the "county road" now crossing over the tracks of said company about 1,600 feet south of the proposed crossing at Broadway.

(6) The Commission reserves the right to make such further orders relative to the location, construction, operation, maintenance and protection of said crossing as to it may seem right and proper, and to revoke its permission, if, in its judgment, the public convenience and necessity demand such action.

SOUTHERN PACIFIC COMPANY.

In the matter of the application of Southern Pacific Company for an order authorizing the construction of a sidetrack at grade across Second street in the city of San Bernardino, San Bernardino County, California. App. No. 120.

Southern Pacific Company having heretofore on June 25, 1912, filed with this Commission its application for permission to construct at grade a sidetrack as hereinafter indicated, and it appearing to the Commission that this is a case in which a public hearing is not necessary, and that it is not reasonable nor practicable to avoid a grade crossing at the proposed point of crossing; and it further appearing that applicant has secured the necessary franchise or permit from the city of San Bernardino, and that said application should be granted subject to the conditions hereinafter specified,

It is hereby ordered that permission be granted to Southern Pacific Company to construct its sidetrack at grade across Second street between "E" street and "F" street in the city of San Bernardino, San Bernardino County, California, as indicated on the map attached to said application, subject to the following conditions:

(1) The entire expense to construct and complete said crossing shall be borne by Southern Pacific Company.

(2) The company shall hereafter forever maintain said crossing in good and first class condition for the use of the public.

(3) The width of the crossing shall not be less than 24 feet, and shall be ballasted with gravel, broken stone, or other suitable material.

(4) The Commission reserves the right to make such further orders relative to the location, construction, operation, maintenance and protection of said crossing as to it may seem right and proper, and to revoke its permission if, in its judgment, the public convenience and necessity demand such action.

Table of decisions upon applications not mentioned elsewhere—
Miscellaneous.

Name of applicant.	Nature of application.	Date of decision. 1912.
Western Union Telegraph Company.	For order permitting continuance of existing toll rates and charges in effect October 10, 1911.	Apr. 9
The Pacific Telephone and Telegraph Company.	For leave to continue to charge the toll rates in effect on the 10th day of October, 1911.	Apr. 25
Southern California Edison Company.	For permission to continue to deviate from published rates.	May 4
Pacific Light and Power Corporation.	For permission to continue to deviate from published rates.	May 9
Mt. Whitney Power and Electric Company.	For approval of special deviation from meter power contract with city of Lindsay.	May 13
Mt. Whitney Power and Electric Company.	For order authorizing modified meter contract under certain conditions.	May 24
San Diego and Arizona Railroad.	For permission to allow Holton Interurban Railway Company to operate a portion of its line between San Diego and Yuma, Arizona.	May 25
American Express Company and Wells, Fargo & Company Express.	For permission to amend the classification of green fruit in gauze covered baskets.	May 27
Santa Barbara Gas and Electric Company.	For permission to continue to deviate from published rates.	June 1
Oro Water, Light and Power Company.	For permission to continue to deviate from published rates.	June 8
The Truckee River General Electric Company.	For permission to continue to deviate from published rates.	June 17
Sausalito Land and Ferry Company.	For permission to make reductions to large consumers of water.	June 17
Santa Maria Gas and Power Company.	For permission to continue to deviate from published rates.	June 20
Quincy Western Railway...	For permission to increase passenger fares between Quincy and Marsten.	June 26

PART IV.

Informal Complaints.

INFORMAL COMPLAINTS.

From January, 1911, to July, 1912, a great number of informal complaints and reparation claims have been adjusted by the Commission. These adjustments cover a wide variety of subjects and include many questions of importance. Satisfactory results were secured in a majority of cases, especially in connection with the larger companies, thus saving the expense and annoyance of formal hearings.

A brief summary is given of the claims handled which dealt with the following subjects:

Freight.

- Application of freight rates.
- Assessment and handling demurrage charges.
- Assessment of storage on freight.
- Assessment for handling claims.
- Abandonment of line and station.
- Bills of lading carrying "S. L. and C." notations.
- Delay in transportation.
- Discriminatory freight rates.
- Discriminatory station facilities.
- Erroneous freight rate quotations.
- Excessive freight rates.
- Excessive icing charges.
- Excessive switching rates.
- Express charges.
- Handling foreign line cars.
- Handling freight claims.
- Inability to secure freight rates.
- Inadequate freight service.
- Inadequate station facilities.
- Killing of live stock.
- Method of making freight rates.
- Modification of classification.
- Overcharges in freight.
- Payment of claims.
- Proposed increases in rates.
- Refrigerator service.
- Restrictions on freight shipments.

Right of way service.

Undercollection of freight charges.

Passenger.

Assessment of storage on baggage.

Discriminatory passenger rates.

Discriminatory ticket service.

Discriminatory train service.

Excessive passenger rates.

Handling luggage on passenger trains.

Handling passenger traffic.

Handling Pullman and tourist cars.

Handling tickets.

Handling tickets by steamship companies.

Inadequate passenger service.

Operation of electric cars.

Overcharges in ticket rates.

Removal of electric train service.

Train fares.

Ventilation of electric cars.

Withdrawal of passenger rates.

Installation of road crossings.

Nuisance caused by engine men.

Use of streets without franchise.

Informal Complaints Against Carriers.

Adjusted January 1, 1911, to December 31, 1911.

TRAIN FARES.

I. C. No. 1.

January 1, 1911, B. N. Scribner, of Roseville, complained that the Southern Pacific Company collected train rates which were higher than regular passenger rates when passengers failed to purchase tickets from agent.

Mr. Scribner was notified that the Commission recognized the right of carriers to require passengers to purchase tickets at agency stations.

EXCESSIVE FREIGHT RATES.

I. C. No. 3.

January 3, 1911, the Taylor Milling Company of Los Angeles, complained of excessive charges on shipment of barley from Tropico to Buckhorn. While investigating this complaint the Commission discovered and called the attention of the Southern Pacific Company to the fact that freight rates between intermediate points south of Metz (a station just south of Salinas) were higher between some of these intermediate points than between Los Angeles proper and the same points. The railroad company endeavored to justify these higher rates on the ground that the same were water compelled rates, put in to meet competition of ocean carriers. The Commission did not agree with this view, particularly between points south of Montalvo, with the result that the Southern Pacific Company issued a tariff making the rates between Los Angeles and any of these points the maxima to be charged between any intermediate points.

OVERCHARGES ON FREIGHT.

I. C. No. 4.

January 3, 1911, C. D. Vincent, of Melrose, complained of an overcharge of \$227.42 on a shipment of contractor's outfit from Willits to Melrose, claiming that he was entitled to half rate on this shipment, it having been returned to the original point of shipment within one year. Southern Pacific Company and Northwestern Pacific maintain that the shipment had not been returned in accordance with tariff provisions and that no overcharge existed.

The Commission carefully investigated the matter and found that consignee had been overcharged the amount claimed, namely, \$227.42, and directed the carriers to refund the amount, which was done.

EXCESSIVE FREIGHT RATES.

I. C. No. 5.

January 5, 1911, Moore & Towne, of Santa Cruz, complained that the Southern Pacific Company had canceled, some months before, all live stock commodity rates applying to Santa Cruz from various points on the coast division of the Southern Pacific Company's lines, and that charges were being assessed on the basis of class rates which were very much higher.

The complaint was discussed with the Southern Pacific Company traffic official, with the result that the rates were reduced as per attached list, between various points on the coast division.

Informal Complaint No. 5. Moore & Towne, Santa Cruz.

Cattle—36' 6" car.

Hogs and sheep—36' 6" car.

	Between Santa Cruz and			Santa Cruz.		
	Old rate.	New rate.	Reduction per car.	Old rate.	New rate.	Reduction per car.
Soledad -----	\$34 00	\$25 00	\$9 00	\$27 20	\$20 00	\$7 20
Salinas -----	28 00	20 00	8 00	22 40	17 00	5 40
Gonzales -----	32 00	24 00	8 00	25 60	19 00	6 60
Chualar -----	30 00	20 00	8 00	24 00	18 00	6 00
King City -----	43 00	31 00	12 00	34 40	25 00	9 40
Metz -----	44 85	31 00	13 85	35 90	25 00	10 90
San Ardo -----	61 35	37 00	24 35	49 10	30 00	19 10
Bradley -----	70 80	41 00	29 80	56 65	33 00	23 65
San Miguel -----	75 50	53 00	22 50	60 40	35 00	25 40
Paso Robles -----	76 70	46 00	30 70	61 35	37 00	24 35
Templeton -----	77 90	48 00	29 90	62 30	39 00	23 30
Sta Margarita -----	84 95	51 00	33 95	67 95	40 00	27 95
San Luis Obispo -----	87 30	51 00	36 30	69 85	40 00	29 85
Guadalupe -----	87 30	68 00	19 30	69 85	54 00	15 85

The figures given represent the principal reductions on cattle, hogs and sheep to Santa Cruz, based on the informal complaint No. 251 of Moore & Towne.

The same approximate reductions apply from Hillsdale, Coyote, Gilroy, Hollister, Castroville, Monterey, Salinas, Tres Pinos, Sargent, Pajaro, Gonzales, Soledad, on cattle, horses and mules, sheep, hogs and goats.

OVERCHARGES ON FREIGHT.

I. C. No. 7.

January 6, 1911, the Alpha Hardware and Supply Company, of Grass Valley and Nevada City, complained of overcharges on all unclassified merchandise from San Francisco, Sacramento and intermediate points to Nevada City and Grass Valley.

The matter was investigated very thoroughly, and it was learned that the Nevada County Narrow Gauge Railroad since September 20, 1910, had placed the wrong interpretation on their tariffs with the result that shippers had been overcharged a considerable amount between September 20, 1910, and the date when they were instructed to discontinue overcharges. This road was instructed to refund to all shippers overcharges collected during this time.

OVERCHARGES ON FREIGHT.

I. C. No. 8.

January 7, 1911, M. Montelbano complained that he had been charged \$80 on a carload of Christmas trees from Fulda to Sacramento.

On investigation the Commission found that complainant had been overcharged and arranged with the Southern Pacific Company to refund the amount of the overcharge, namely, \$60.

EXCESSIVE RATES ON WOOD AND INADEQUATE TRACK FACILITIES.

I. C. No. 9.

January 12, 1911, the settlers of the Laguna Dam Reclamation District, served by the Pot Holes branch of the Southern Pacific, complained of excessive rates on wood and fence posts in their district to Imperial Valley, a distance of 100 miles; also that the nearest siding to the town of Bard was two miles from the center of the town, and that the track, being located on the top of the levee, without team approaches, was practically inaccessible, all freight having to be carried either up or down the sides of the levee by hand.

After complete investigation, the Commission arranged with the Southern Pacific Company for the installation of sidetrack facilities and station grounds within one

quarter of a mile of the town of Bard, the grading of a roadway to the sidetracks and the erection of station buildings.

This reclamation district is very heavily timbered, and the settlers desired to find a market for the wood as they cleared the land. The Imperial Valley offered an excellent market, but the rates were excessive and settlers were compelled to burn the wood to get rid of it. The Commission arranged for a reduction in rates on fence posts from \$8.20 per ton to \$4.75 per ton and from \$10.80 per cord on fuel wood to \$8.50 per cord.

EXCESSIVE RATES ON COAL.

I. C. No. 10.

January 12, 1911, the Western Pacific Fuel Company complained of rate of \$3.00 per ton on coal from Los Angeles to San Diego, as against \$1.50 per ton in opposite direction. The Commission called the matter to the attention of the Santa Fé System but they maintained the lower rate from San Diego was necessary to meet competition of lines operating from San Pedro and Port Los Angeles, a much shorter distance. The Western Pacific Fuel Company was advised that it would be necessary to file formal complaint before the Commission could order a hearing in the matter. This complaint has not been filed.

EXCESSIVE RATES ON OIL.

I. C. No. 11.

January 14, 1911, L. D. Temple, of Upland, California, complained of unreasonable rates on distillate between Los Angeles and Lancaster.

While the Commission was investigating the complaint it was withdrawn by the complainant but subsequently revived when he failed to come to an understanding with the Southern Pacific Company. The Commission resumed its investigation and, June 29th, the complainant advised the Commission that he desired the matter held in abeyance until the settlement of the San Joaquin Valley rate case. The Commission's decision and recommendatory rates in the San Joaquin Valley case lowered the rates to and from Lancaster and disposed of this complaint.

OVERCHARGES ON BOILERS.

I. C. No. 12.

January 14, 1911, the Commission received from the National Supply Company, Toledo, Ohio, claim for \$15.00 for alleged overcharge on shipment of boilers from Los Angeles to Monarch, which had been rejected by the Southern Pacific Company.

After a thorough investigation, it was decided that the refund was due the complainant in accordance with the published tariffs of the carriers, which were in a measure ambiguous, and the Southern Pacific Company was directed to make the refund and remove ambiguity from tariff.

MANNER OF HANDLING PULLMAN CARS.

I. C. No. 13.

January 19, 1911, L. T. Hatfield, of Sacramento, complained that it was the practice of the Southern Pacific Company to set out a Pullman car from the "Owl" train at Tracy, destined Sacramento, and lock all the doors of toilet facilities. This car was sometimes placed a considerable distance from the depot and caused a great deal of inconvenience, particularly to ladies, during stormy weather.

After taking the matter up with the Pullman Company, it was arranged to have toilets of all Pullman cars left open when cars were set out of trains at any points, which disposed of the complaint.

OVERCHARGES ON LUMBER.

I. C. No. 14.

January 24, 1911, the C. A. Smith Lumber Company complained that the Southern Pacific Company had overcharged them on a carload of lumber from Bay

Point to Lindsay using an estimated weight of 2½ pounds per board foot or 85,000 pounds, for the shipment, whereas claimants allege the actual weight of the shipment was 70,463 pounds. It was admitted, on investigation, that the track scales were out of order and that the estimated weights applied on the shipment were inaccurate. The Commission, therefore, arranged for the protection of weight of 70,462 pounds, and arranged a refund of \$37.00 to the complainant.

EXCESSIVE PASSENGER FARES.

I. C. No. 15.

January 30, 1911, J. A. McKusker of Los Angeles, complained of the passenger fare of the Los Angeles Pacific Railway between Los Angeles and Hollywood, alleging that the same should be reduced from 10 cents to 5 cents.

It developed that this line was wholly within the incorporated limits of the city of Los Angeles, and, therefore, under the exclusive jurisdiction of the municipal authorities, and it was suggested to Mr. McKusker that the matter be referred to the proper authorities in Los Angeles for their attention.

OVERCHARGE ON EMIGRANT MOVEABLES.

I. C. No. 16.

January 30, 1911, A. M. Drew, representing Lossing and Merrill, complained that the Southern Pacific Company was demanding payment of \$16 claimed as an undercharge on a shipment of emigrant moveables including several head of live stock and two ostriches.

Examination of the tariffs on file revealed the fact that an overcharge existed and the Southern Pacific Company was directed to cancel the charge of \$16 which they were endeavoring to collect and in addition thereto refund to the complainants the sum of \$54 which the Commission found they had been overcharged.

PROPOSED INCREASE IN LUMBER RATES.

I. C. No. 17.

February 1, 1911, the American Trading Company, of San Francisco, filed a protest against proposed increase in lumber rates from Shasta regions to San Francisco.

The Commission advised complainants that proposed increased rates had not been filed with the Commission and that the Commission would not approve them without giving shippers opportunity to be heard.

PROPOSED INCREASE IN LUMBER RATES.

I. C. No. 18.

February 3, 1911, the Van Arsdale-Harris Company, of San Francisco, filed a protest against proposed increase in lumber rates from Shasta regions to San Francisco.

The Commission advised complainants that proposed increased rates had not been filed with the Commission and that the Commission would not approve them without giving shippers opportunity to be heard.

OVERCHARGE ON OILWELL OUTFIT.

I. C. No. 19.

February 7, 1911, J. E. Wickham, of Los Angeles, complained of overcharge on shipment of two cars of oilwell outfit from Oceano to McKittrick on which charges amounting to \$1,164 had been collected.

After considerable correspondence a refund of \$176.70 was arranged and further investigations as to the commodities loaded on one of the cars kept the matter in abeyance until September 18th, when further arrangements were made to refund approximately \$150 more.

EXCESSIVE RATES ON HAY.

I. C. No. 20.

February 9, 1911, H. B. Goecken & Company, San Francisco, complained of excessive charges on carload of hay shipped from Tracy to Ocean View.

Investigation developed the fact that the Southern Pacific Company had collected \$2.15 per ton, whereas correct rate was \$1.85, and the Southern Pacific Company was directed to refund to claimants overcharge amounting to \$1.70.

INCREASE IN CLASSIFICATION AND MINIMUM WEIGHT ON FRUIT BASKETS.

I. C. No. 21.

February 11, 1911, the Los Angeles Basket Company complained that the railroads of California had raised the classification and minimum weight on fruit baskets, which was a serious detriment to their business.

After considerable correspondence with the carriers, it was arranged to reduce the classification from class B to class C and raise the minimum weight from 20,000 to 30,000 per car, which disposed of the complaint to the entire satisfaction of the complainant.

EXCESSIVE RATES ON LIMEROCK.

I. C. No. 22.

The Victor Portland Cement Company, Los Angeles, in letter of February 17, 1911, complained of the refusal of the Santa Fé to establish a lower rate than \$1.50 per ton on limerock from Victorville to Los Angeles for the manufacture of cement.

The matter was carefully investigated by the Commission and developed the fact that the complainant had no plant in operation, and that the reduction in rate would not prove of any immediate benefit, and further that the rate asked for by the complainant was for the purpose of assisting in financing their project.

The Commission held that complaints regarding unreasonable rates could only be entertained when there was a probable movement under the rates complained of, which in this case was not apparent.

UNREASONABLE RESTRICTIONS ON CHIMNEY AND SEWER PIPE.

I. C. No. 23.

February 17, 1911, the Oakland Art Pottery Company complained that California railroads placed unreasonable restrictions on shipments of chimney pipe and sewer pipe, and that these commodities could not be shipped in the same car and take the carload rating on the entire shipment, notwithstanding they were practically one and the same article. The tariff provisions of the carriers provided that to obtain the carload rating a full car of either commodity must be shipped, and, as small dealers throughout the country could seldom purchase an entire carload of either commodity, they were forced to pay less than carload rates, which were much higher than the carload rates.

After considerable correspondence, it was arranged with the carriers to publish an exception to the classification providing that on shipments of sewer pipe and chimney pipe, the carload rating would be applied on mixed carloads of these commodities.

PROPOSED INCREASE IN LUMBER RATES.

I. C. No. 24.

February 18, 1911, the S. H. Chase Lumber Company, of San José, filed a protest against proposed increase in lumber rates from Shasta regions to San Francisco and bay points.

The Commission advised complainants that proposed increased rates had not been filed with the Commission and that the Commission would not approve them without giving shippers opportunity to be heard.

INADEQUATE FREIGHT SERVICE.

I. C. No. 25.

The Maywood Packing Company, of Corning, California, in letter of February 20, 1911, complained of freight service on the Southern Pacific line, west side of Sacramento Valley between Tehama and Woodland, there being but three freight trains a week.

On taking the matter up with the Southern Pacific Company additional freight train service was arranged for, which provided for daily freight trains with the exception of Sunday, this being satisfactory to complainants.

PROPOSED INCREASE IN LUMBER RATES.

I. C. No. 26.

February 20, 1911, Taylor & Company, of Alameda, filed a protest against proposed increase in lumber rates from Shasta regions to San Francisco.

The Commission advised complainants that proposed increased rates had not been filed with the Commission, and that the Commission would not approve them without giving shippers opportunity to be heard.

EXCESSIVE PASSENGER FARES.

I. C. No. 27.

February 23, 1911, N. E. Niles, of Alturas, complained of excessive passenger fares on the Nevada-California-Oregon Railway.

The Commission took this matter up personally with Traffic Manager Crawley, who maintained that the rates on the Nevada-California-Oregon Railway were reasonable, and declined to make any adjustment on informal proceedings.

Mr. Niles was requested to file a formal complaint and verify the same in order that the Commission could proceed, but has thus far declined to do so.

ABANDONMENT OF BRANCH LINE.

I. C. No. 28.

February 24, 1911, P. B. Sturgeon, of Los Angeles, made complaint of the abandonment by the Atchison, Topeka and Santa Fé Railway of the line between Tecumela and Fallbrook. March 31st similar complaint was received from J. C. Odell, and June 6th from G. F. Westfall.

The Commission investigated the matter but was unable to order reconstruction, and after considerable correspondence with the Santa Fé, the complainants were notified of the stand taken by the company, which was that the line would not be rebuilt because of excessive maintenance costs.

OVERCHARGES ON FREIGHT.

I. C. No. 29.

February 24, 1911, J. W. Eddy, of Templeton, complained of freight charges on shipment of vacuum cleaner from Chicago.

On investigation, charges assessed were found to be correct in accordance with the tariffs on file with the Interstate Commerce Commission, and complainant so notified.

EXCESSIVE RATES ON POTTERY PRODUCTS.

I. C. No. 30.

In March, 1911, the Steiger Terra Cotta and Pottery Works complained of discriminatory rates of the Southern Pacific Company between South San Francisco and Sacramento. The rate of the Southern Pacific Company from South San Francisco to Sacramento was \$3.10 per ton.

After considerable correspondence, the Southern Pacific Company consented to reduce the rates on pottery products from South San Francisco and San Francisco as follows:

South San Francisco
San Francisco

To—	Rates in cents per ton.		
	Old rates.	New rates.	Reduction per ton.
Sacramento -----	\$3 10	\$1 25	\$1 85
Lincoln -----	4 10	1 25	2 85
Marysville -----	4 50	2 40	2 10
Biggs -----	5 20	3 20	2 00
Ohico -----	5 90	3 80	2 10
Red Bluff -----	7 80	4 00	3 80
Redding -----	9 50	5 00	4 50
Montague -----	13 30	6 50	6 80

EXCESSIVE RATES ON LIVE STOCK.

I. C. No. 31.

In March, 1911, the Commission called the attention of the Southern Pacific Company to inconsistencies in live stock tariffs from points in the San Joaquin Valley between Tracy and Mendota to San Francisco and Oakland.

After negotiating with the Southern Pacific Company for several months, it was arranged to reduce the live stock rates from those points to San Francisco and Oakland.

REFUSAL OF REFRIGERATION AND TRANSPORTATION SERVICE WITHOUT PREPAYMENT OF FREIGHT CHARGES.

I. C. No. 32.

March 2, 1911, Albert Rosman, of Macdoel, complained that the Southern Pacific Company had refused to supply refrigerator car for shipment of fruit between points in California when demanded, because he had declined to have the car iced; also that the Southern Pacific Company had refused to transport the shipment until he had prepaid the freight charges.

After exhaustive correspondence with the carriers and complainant, the Commission decided that if shipments were not to move under refrigeration, shippers could not demand refrigerator cars and in such cases the ordinary equipment of the carriers should be furnished. With reference to prepayment of charges, it developed that Mr. Rosman had written the Southern Pacific Company that he would not pay the freight in advance as he had no assurance that the car would reach the destination, under which circumstances carrier was sustained in demanding prepayment of shipment.

COLLECTION OF DEMURRAGE CHARGES ON CARS NOT AT DESTINATION.

I. C. No. 33.

March 3, 1911, the Standard Supply Company of Oakland complained that the Southern Pacific Company was collecting demurrage charges on carload shipments destined to their warehouse at First and Broadway, which cars, owing to the crowded condition of the sidetrack, were placed for unloading at Fifth and Kirkham streets, a mile from the warehouse.

The Commission held that such demurrage charges could not be lawfully collected; that demurrage could only accrue after cars had been placed at the destination called for in the bill of lading.

EXCESSIVE RATES ON WOOD.

I. C. No. 34.

F. D. Grady & Company, of San Rafael, California, in letter of March 4, 1911, complained of excessive rate of \$2.00 per ton on carload of mixed wood shipped via the Northwestern Pacific Railway.

On investigation, the Commission found that on mixed carloads the highest rates

applicable to any kind of wood in car applied on the entire carload, and the rate charged was correct. Complainants were so advised.

TOURIST CAR SERVICE.

I. C. No. 35.

On March 4, 1911, P. L. McManus, of Aurora, Illinois, in a letter to the Commission, complained of poor condition of tourist car No. 1052, on the Shore Line Limited from Los Angeles to San Francisco.

This matter was taken up with the Pullman Company and investigation showed the car to be a through car from New Orleans, and a very short layover at Los Angeles had not been sufficient for its renovation. Car was ordered thoroughly renovated at San Francisco.

INADEQUATE PASSENGER SERVICE.

I. C. No. 36.

March 6, 1911, Guy T. Wilkinson, of San Francisco, complained of inadequate accommodations provided by the Southern Pacific Company on its "Owl" train between Los Angeles and San Francisco.

The Commission found, on investigation, that this train being a limited one, it was necessary to restrict it as to the number of cars in order that fast time could be made, and notified the complainant that if additional complaints were received the matter would be considered further. The Commission at this time had no jurisdiction over equipment and service.

ACCEPTANCE OF FOREIGN LINE CARS.

I. C. No. 37.

March 7, 1911, R. Rosenberg & Sons, San Francisco, complained of the refusal of the Northwestern Pacific Railway to accept shipments in foreign line cars at San Francisco, which cars had arrived over the Western Pacific Railway. The Northwestern Pacific Railway claimed that the point of interchange was Shellville Junction, but to reach Shellville Junction it was necessary for the Western Pacific Railway to deliver the cars to the Southern Pacific at Sacramento. The Northwestern Pacific Railway objected to receiving the cars at San Francisco because it entailed a bay transfer by boat, but were willing to transport their own cars, provided the shippers would transfer the shipments from the foreign line cars to their car at San Francisco. This procedure seemed to call for unnecessary expense, and at the Commission's suggestion the Northwestern Pacific Railway is now accepting these foreign line cars at San Francisco without requiring a transfer of the shipment.

OVERCHARGES ON DUMP CARS.

I. C. No. 38.

March 11, 1911, the firm of Palmer, McBryde & Quayle complained that the Southern Pacific Company was endeavoring to collect additional charges on shipments of dump cars from Livermore to Los Angeles, claiming that under the wording of the tariff dump cars which are part of a contractor's outfit should not be classified as grading machinery.

Upon investigation the Commission held that dump cars used by a contractor in grading operations should properly be classified as grading machinery, and directed the carriers to cancel the charge of \$162 which they had endeavored to collect from the complainant.

EXCESSIVE RATES ON WOOD.

I. C. No. 39.

March 13, 1911, R. L. Radke complained of rate charged on wood from Calistoga to Ross.

On investigation it was found that the rate assessed was correct and complainant so advised.

PROPOSED INCREASE IN LUMBER RATES.

I. C. No. 40.

March 13, 1911, the McCloud River Lumber Company filed a protest against proposed increase in lumber rates from Shasta regions to San Francisco and bay points.

The Commission advised complainants that proposed increased rates had not been filed with the Commission and that the Commission would not approve them without giving shippers opportunity to be heard.

OMISSION ON SCRIP TICKETS.

I. C. No. 41.

W. L. Leland, Bakersfield, California, March 16, 1911, complained against the practice of the Transcontinental Scrip Bureau in issuing tickets which carried the names of the various roads honoring tickets, but failed to show which roads made refunds below their regular published fare to holders of scrip tickets.

After considerable correspondence it was arranged with the Transcontinental Scrip Bureau to reissue their tickets and print thereon a list of railroads that made refunds; also a list of roads that exacted full tariff rates.

EXCESSIVE RATES ON CATTLE.

I. C. No. 42.

March 18, 1911, Howell & Hicks, of Sebastopol, complained of excessive charges on 10 carloads of cattle shipped from Gazelle to Santa Rosa, via Sonoma.

On investigation, it was found that the consignees had been overcharged the sum of \$23.60 per car, or total overcharge of \$236.00, which the Southern Pacific Company was directed to refund.

EXCESSIVE PASSENGER RATES.

I. C. No. 43.

Vera Southern, Visalia, California, in letter of March 19, 1911, complained of excessive passenger rates between Visalia and Goshen Junction, of 70 cents round trip.

After extensive correspondence with the Southern Pacific Company in an effort to effect an adjustment of these rates, a round trip fare of 50 cents between the two points was established and complaint withdrawn.

EXCESSIVE RATES ON LIME.

I. C. No. 44.

March 22, 1911, Summit Lime Company, Los Angeles, complained that in June, 1909, the Santa Fé Company canceled the commodity rates on lime of \$3.00 per ton from Tehachapi to southern California points, including San Diego, and forced them to pay a rate of \$5.50 per ton, which completely destroyed their business in southern California. After thorough investigation the Commission succeeded in having the Santa Fé reduce the rates from Tehachapi to points north of Aliso to \$2.50 per ton and points south of Aliso, to and including San Diego, \$3.00 per ton, which satisfactorily disposed of the complaint.

EXCESSIVE SWITCHING RATES.

I. C. No. 45.

The Producers' Fruit Company, San Francisco, complained in letter of March 23, 1911, of switching charge of \$2.50 from warehouse to the main line on two carloads of lime shipped from San Francisco to Placer County.

Charge was legal according to tariff of Southern Pacific Company, and complainant so advised.

IRREGULAR ISSUANCE OF COMMUTATION TICKETS.

I. C. No. 46.

P. L. Abell, Los Angeles, March 24, 1911, complained, asking that the Commission compel the Pacific Electric Railway to issue commutation tickets good for the entire month instead of for working days only; also that these commutation tickets be sold any time during the month and to contain sixty rides. It was argued that on account of the pay days of the various classes coming at different times that these tickets should be good for thirty days from date of sale, the date to be elective with the purchaser.

The Commission held that under the Constitution as it then read it had no jurisdiction over commutation rates, except in matters of discrimination; the carriers might issue commutation tickets, but the Commission could not compel them to do so. It was further held that limiting commutation tickets to a calendar month was a reasonable restriction, and the carriers could not be compelled to regulate the sale of these tickets to accommodate the pay day of all classes of people.

· EXCESSIVE EXPRESS RATES ON WILD GAME.

I. C. No. 47.

March 29, 1911, the San Francisco Produce Company complained of excessive rates of Wells, Fargo & Company Express on shipments of wild game from points in the San Joaquin Valley to San Francisco, stating that the rate had been raised several years before from \$1.00 per hundred to \$1.85 per hundred.

After much correspondence, it was arranged with Wells, Fargo & Company to reduce the rates to \$1.00 per hundred pounds.

EXCESSIVE RATES ON LUMBER.

I. C. No. 48.

The Verdi Lumber Company, Verdi, Nevada, complained in letter of March 30, 1911, that rate of \$1.50 from Starr to Boca on lumber was a discrimination, and contended that the \$1.25 rate specified in the Boca and Loyalton Railroad Tariff should apply to all lumber shipped from Starr to Boca.

On investigation the Commission found that the rate referred to was canceled November 7, 1910, and the rate is now \$1.50 per ton regardless of final destination.

Complainant so advised.

ERRONEOUS ASSESSMENT OF DEMURRAGE CHARGES.

I. C. No. 49.

March 30, 1911, Gilbert Stevenson, Woodlake, California, complained of demurrage charges being assessed on a carload of cement by the Visalia Electric Railway, that because of the condition of the unloading yard it was impossible to unload the car at the point where it was originally placed.

The matter was very carefully investigated by the Commission, but because of Mr. Stevenson's failure to answer a number of letters written him in connection with the matter no relief was obtained for him.

EXCESSIVE ROUND TRIP PASSENGER RATES.

I. C. No. 50.

April 2, 1911, Elbert Howard, of Doyle, California, complained to the Commission of excessive round-trip rates exacted by the Western Pacific Railway between Doyle and San Francisco.

After investigation, it was arranged with the Western Pacific Railway to publish round-trip fare of \$14.40 in place of rate of \$21.60 then in effect.

OVERCHARGES ON FRESH FRUIT.

I. C. No. 51.

April 10, 1911, the California Fruit Cannery Association complained that the Southern Pacific Company had overcharged them the sum of \$10.17 on carload of peaches from Loomis to Stockton and had declined to make a refund.

On investigation it developed that the agent at shipping point had issued two bills of lading in error, and the Commission held that the consignee could not be compelled to pay for a mistake of carrier's agent, and ordered refund in the amount of \$10.17.

PROPOSED INCREASE IN RATE ON PIPE AND PIPE FITTINGS.

I. C. No. 52.

Proposed joint tariff of the Western Pacific Railway in connection with the Nevada-California-Oregon Railway contained several advances in rates.

April 11, 1911, Sloan & Robson complained of the proposed advance in pipe and pipe fittings. The Commission's order in Case No. 118 covers this situation in detail. The few advances proposed by the carriers amounted to very little compared with the reductions which also appeared in the tariff.

Complainants Sloan & Robson, after conferring with the traffic manager of the Western Pacific Railway, withdrew their complaint.

EXCESSIVE PASSENGER RATES.

I. C. No. 53.

April 11, 1911, Chas. Hartwig, Los Angeles, complained of excessive passenger fares of the Yosemite Valley Railroad.

The matter was taken up with the Yosemite Valley Railroad, who maintained that the road was not earning enough to pay operating expenses and would not voluntarily offer any reductions. Mr. Hartwig was communicated with and called personally at the Commission's office, but refused to verify formal complaint.

REFUSAL OF REFUND ON UNUSED TICKET.

I. C. No. 54.

April 15, 1911, John Ludwig, Santa Barbara, complained that the Southern Pacific Company sold him a ticket upon which they refused to make refund, the ticket not being used. Mr. Ludwig was asked to furnish the Commission with the ticket and when same was done, a refund of \$3.15 was made him by the Southern Pacific Company.

EXCESSIVE EXPRESS RATES ON EGGS.

I. C. No. 55.

Mrs. M. A. Farrar, Gilroy, April 18, complained of Wells, Fargo & Co.'s rate on eggs, Gilroy to Sausalito, i. e.,

Case of 30 doz. eggs express rate 40 cents.

Case of 36 doz. eggs express rate 55 cents.

After taking the matter up with Wells, Fargo & Co., it was discovered during investigation, that billing agent was sending them forward at a slight overcharge per case, 4 and 5 cents, respectively, and the express company agreed to refund to all parties entitled thereto upon application, which information was transmitted to complainant June 12th.

OVERCHARGES IN TICKET RATES.

I. C. No. 56.

Howard Harron, San Francisco, in a letter of April 20, 1911, complained of overcharge on the part of the North Western Pacific Railroad on ticket purchased on the train at Mill Valley for San Francisco.

On investigation, charge was found to be according to the published tariff of the company, and complainant was so advised.

EXCESSIVE RATES ON LIVE STOCK.

I. C. No. 57.

April 20, 1911, Walti, Shilling & Co., Santa Cruz, complained that the Southern Pacific Company had increased the live stock rates from San Benito County and Salinas Valley points to Santa Cruz, which seriously handicapped their business.

Complainant was advised that on March 29th the Commission had required the Southern Pacific Company to reduce the rates to those formerly in effect.

CORRECT APPLICATION OF RATE ON "BALANCE OF LOT" SHIPMENTS.

I. C. No. 58.

Gundlach-Bundschu Wine Company in letter of April 20, 1911, complained of the refusal of the North Western Pacific Railroad Company to assess a "balance of lot" shipment, which did not move for two weeks after first carload went forward, on the basis of a carload rate, although the balance of shipment was less than carload.

After investigation the Commission informed complainant that carload rates can not be extended to shippers unless all cars move on the same day from the same consignors to the same consignees covered by one bill of lading.

EXCESSIVE RATES ON MINERAL WATER.

I. C. No. 59.

April 20, 1911, Samuel W. Dunaway complained of excessive charges on carload of mineral water from San Francisco to El Centro, the rate charged being 96 cents per hundred pounds. On investigation, the Commission found that the proper rate was 86½ cents per hundred pounds and the Southern Pacific was directed to refund to Mr. Dunaway the overcharge, amounting to about \$30 on the shipment.

EXCESSIVE EXPRESS RATES ON LIVESTOCK.

I. C. No. 60.

Mr. S. P. Hogg, Paso Robles, through Mr. W. T. Eddy, Templeton, on April 21, 1911, complained of charges on a "Jack" via Wells, Fargo & Co.'s express from Lawson, Mo., to Paso Robles.

Being an interstate shipment, complaint was referred to Interstate Commerce Commission.

DISCRIMINATORY FREIGHT RATES.

I. C. No. 61.

Moapa Gypsum Company of Nevada in letter of April 21, 1911, complained of higher rate charged on freight from Moapa, Nev., to Oro Grande, Cal., than for the same commodity from Moapa, Nev., to San Pedro, Cal. This matter was referred to the Interstate Commerce Commission.

OPERATION OF ELECTRIC CARS WITHOUT FRANCHISES.

I. C. No. 62.

The League of Justice, Los Angeles, Cal., April 24, 1911, protest that the Pacific Electric Railway is occupying and operating cars over certain streets in Los Angeles without franchises.

After investigation the Commission advised the League of Justice that the streets mentioned in the complaint are wholly within the corporate limits of the city of Los Angeles and under the jurisdiction of the municipal authorities and that this board was powerless to investigate the controversy.

ASSESSMENT OF STORAGE AND FORWARDING CHARGES ON TEAM ROUTES.

I. C. No. 63.

Charles Godell in letter of April 25, 1911, complained of 10 per cent "commission" charge being made by the Southern Pacific Company on all freight bills issued at Valley Springs. This charge was later changed to read "Storage." On investiga-

tion the Commission found that the charge complained of was made by forwarding agent and represented forwarding and storage charges between Valley Springs and San Andreas, on team route.

Complainant was advised the Commission had no jurisdiction after goods were delivered to consignee's agent.

OVERCHARGES ON HOUSEHOLD GOODS.

I. C. No. 64.

April 25, 1911, William Davidson, of San Francisco, complained of overcharge on carload of household goods from Butler Station near Fresno, to San Francisco.

Investigation developed the fact that the car moved from a non-agency station and that the conductor had failed to show proper release on the bill of lading. Refund of \$22.50 was arranged for the complainant.

UNREASONABLE AND DISCRIMINATORY FREIGHT RATES.

I. C. No. 65.

April 27, 1911, the McCloud River Lumber Company complained of unreasonable and discriminatory rates on the part of the Southern Pacific Company and McCloud River Railroad.

While the Commission was investigating the matter communication was received on May 24th withdrawing the complaint.

UNREASONABLE FREIGHT RATES.

I. C. No. 66.

April 27, 1911, Florin Brothers, of Fall River Mills, and N. Bieber, of Bieber and McArthur, Lassen County, complained of unreasonable joint rates of the Southern Pacific Company and McCloud River Railroad.

After negotiating with the Southern Pacific Company and the McCloud River Railroad, the Commission arranged the publication of joint rates which had the effect of materially reducing the rates to Bartle and McCloud, as per following scale:

Class rates to points on line of McCloud River Railroad.

Marysville

To Bartle.	In cents per 100 pounds.									
	1	2	3	4	5	A	B	C	D	E
Old rates ----	95	95	95	95	91	86½	61½	49½	44½	43½
New rates ----	97	88	79	72	66	66	42	31	29	29
Decrease ---		7	16	23	25	20½	19½	18½	15½	14½

*75 per cent moved under fourth class. 10 per cent moved under third class.
15 per cent moved under second and first class.

To McCloud

Old rates ----	117	106	96	87	79	79	55	43½	39½	38½
New rates ----	97	88	79	72	66	66	42	31	29	29
Decrease ---	20	18	17	15	13	13	13	12½	10½	9½

To Algomah

Old rates ----	129	118	108	99	91	86½	61½	49½	44½	43½
New rates ----	97	88	79	72	66	66	42	31	29	29
Decrease ---	32	30	29	27	25	20½	19½	18½	15½	14½

San Francisco
Oakland
San Jose

To Bartle.	In cents per 100 pounds.									
	1	2	3	4	5	A	B	C	D	E
Old rate ----	*105	*105	*105	*105	105	100½	79½	64	57	55½
New rate ----	117	107	98	91	80	80	60	46	41	41
Decrease ---	-----	-----	7	14	25	20½	19½	18	16	14½

*75 per cent moves fourth class. 10 per cent moves third class. 15 per cent moves second and first class.

To McCloud

Old rate ----	137	125	115	106	93	98	78	57½	52	50½
New rate ----	117	107	98	91	80	80	60	46	41	41
Decrease ---	20	18	17	15	13	18	18	11½	11	9½

To Algomah

Old rate ----	149	137	127	118	105	100½	79½	64	57	55½
New rate ----	117	107	98	91	80	80	60	46	41	41
Decrease ---	32	30	29	27	25	20½	19½	18	16	14½

EXCESSIVE PASSENGER FARES.

I. C. No. 67.

April 27, 1911, Mark Keppel, Los Angeles, complained of excessive passenger fares of the Yosemite Valley Railroad. Mr. Keppel was advised, as in the previous case, that this road claimed that it was not earning operating expenses and that the records indicated that the stockholders were forced to make up a deficit of \$100,000 the last fiscal year to meet fixed charges. Mr. Keppel was requested to certify to a formal complaint in order that the Commission could order a hearing, but declined to do so.

EXCESSIVE SWITCHING CHARGES.

I. C. No. 68.

April 28, 1911, E. B. & A. L. Stone Co., San Francisco, complained of excessive and unreasonable switching charges exacted by the Ocean Shore Railroad.

The matter was thoroughly investigated and it developed that the Ocean Shore Railroad had just emerged from a receivership and that it was not earning enough to pay operating expenses. Under these circumstances the Commission could not insist upon a reduction in rates.

EXCESSIVE DEMURRAGE CHARGES.

I. C. No. 69.

May 1, 1911, the Turlock Dray and Transfer Company complained of excessive demurrage charges collected by the Southern Pacific Company on a carload of sand destined Delhi. The Commission requested full information and data concerning the transaction, which the Turlock Dray and Transfer Company failed to furnish, notwithstanding repeated requests have been made on them to do so.

OVERCHARGES IN PASSENGER FARES.

I. C. No. 70.

May 1, 1911, Geo. W. Miles, Exeter, complained of extra charge of 10 cents being collected by the conductor between Exeter and Visalia. Investigation developed the fact that Mr. Miles boarded the train at an agency station and failed to buy a ticket and conductor assessed him regular train rates in accordance with the published tariff on file with this Commission.

UNDERCOLLECTION OF FREIGHT CHARGES.

I. C. No. 71.

Mr. S. H. Williams, Mt. Eden, in letter of May 1, 1911, complained that additional charges were made by the Southern Pacific Company under head of "Under-collection of freight" on shipment of redwood slabs from Newell Creek to Mt. Eden. Investigation developed the charge to have been correct and lawful and Mr. Williams was so notified.

EXCESSIVE PASSENGER RATES.

I. C. No. 72.

May 6, 1911, N. J. Saviers, of Preston, complained of excessive passenger rates on the Northwestern Pacific Railroad between Santa Rosa, Healdsburg, Cloverdale, and San Francisco.

The Northwestern Pacific maintained that their rates were reasonable and the complainant refused to file a formal complaint. The Commission notified complainant that it would not institute formal proceedings on each complaint questioning the reasonableness of single rates, and unless he cared to file a formal complaint, the matter would have to be held in abeyance until the Commission considered the entire scheme of rates of this railroad.

OVERCHARGES IN RATES ON HOUSEHOLD GOODS.

I. C. No. 73.

May 10, 1911, W. J. Hamilton, Willows, complained that the Southern Pacific Company demanded payment of \$5.04 to cover an undercharge on a shipment of household goods from Benton City, Missouri, to Willows. The matter was one coming under the jurisdiction of the Interstate Commerce Commission but after investigation the Commission decided that the amount demanded was due to carelessness on the part of the agent of the Wabash Railroad at Benton City and notified the Southern Pacific Company that further demands should not be made on Mr. Hamilton. A letter was received from Mr. Hamilton saying that the Southern Pacific Company had dropped the matter.

EXCESSIVE RATES ON GOLD COIN.

I. C. No. 74.

May 11, 1911, J. H. Wentz, cashier Bank of Folsom, complained of Wells, Fargo & Co.'s rate of 75 cents per \$1,000 on gold coin, Sacramento to Folsom. After discussing matter with express company, the rate was reduced between points mentioned to 50 cents per \$1,000 on gold coin.

UNREASONABLE COMMUTATION FARES.

I. C. No. 75.

May 11, 1911, the San Mateo County Development Association complained of unreasonable commutation fares of the Southern Pacific between San Francisco and points on the Peninsular Railway toward San José.

September 2d the Commission held an informal hearing at Redwood City at the request of the residents of the Peninsular. The San Mateo County Development Association has since advised the Commission that it proposes to file a formal complaint questioning the reasonableness of all of the commutation rates between San Francisco and San José, and the Commission is awaiting such action.

ASSESSMENT OF CHARGES AS A "COMMISSION" FOR HANDLING CLAIMS.

I. C. No. 76.

May 12, 1911, W. J. Fife, of Los Angeles, complained that the Bekins Van and Storage Company charged him a commission for collecting a damage claim from the railroad on a shipment of household goods.

The matter was thoroughly investigated and developed the following facts:

Mr. Fife made a shipment of household goods in a consolidated car and the entire car moved from and to the Bekins Van and Storage Company as shippers and consignees. Mr. Fife was unknown in the transaction and the railroad company could only pay the damage claim to the consignees of the shipment, which in this case was the Bekins Van and Storage Company. Regarding the commission charged for services in adjusting the claim, the Commission's attorney ruled that the Van and Storage Company was under no legal duty to present and prosecute the claim and that it was a matter for settlement between Mr. Fife and the Bekins Van and Storage Company.

EXCESSIVE RATES ON COTTON.

I. C. No. 77.

May 15, 1911, J. J. Chappell complained of excessive rates on cotton from the Imperial Valley points to San Francisco and Oakland. The Commission used every effort to adjust the matter satisfactorily on informal proceedings, but the Southern Pacific Company declined to make any adjustment. The entire controversy will be reviewed at a formal hearing which has been set for trial at Los Angeles December 6th.

FAILURE TO NOTIFY PASSENGERS OF ARRIVAL AT THEIR DESTINATIONS.

I. C. No. 78.

May 20, 1911, E. B. Root, of Los Angeles, complained of great inconvenience to passengers returning from the seashore to Los Angeles on electric interurban cars, due to the fact that an insufficient number of trainmen were employed to properly notify passengers of the various stopping points, thereby causing passengers to be carried by their destinations.

The matter was taken up with the management of the Pacific Electric Railway and arranged so that conductors or trainmen were stationed between each two cars where they could readily see the signals of passengers who desired to alight at any of the stopping places in Los Angeles.

UNREASONABLE AND EXCESSIVE RATES ON LUMBER.

I. C. No. 79.

May 23, 1911, R. B. Swayne, of San Francisco, complained that the rate on lumber from Dunsmuir and Sims to Bakersfield was unreasonable and excessive and that the rate to Los Angeles, a more distant point,—was lower.

On investigation, the Commission ascertained that at one time the Southern Pacific Company maintained a rate of \$6.50 per ton from Sims and Dunsmuir to Los Angeles to meet certain competitive conditions which do not now exist and that it was an oversight that the rate was ever made to apply at Bakersfield. It being apparent that the Commission could not adjust the matter informally, Mr. Swayne was requested to verify a complaint in order that the Commission might proceed, but, notwithstanding repeated requests have been made on him, he has failed to furnish this complaint.

EXCESSIVE PASSENGER RATES.

I. C. No. 80.

May 24, 1911, Charles C. Dodson, of San Diego, complained of excessive passenger rates on the San Diego and Cuyamaca Railroad. Complaint was made specifically that the single trip rates were on the basis of 4 cents per mile.

After a very thorough investigation, the Commission ascertained that of 68,000 passengers carried, but 14,000 rode on a single trip ticket, paying the rate of 4 cents per mile; 58,000 rode on tickets at a little over 1½ cents per mile; while 5,800 rode on round trip tickets, which averaged about two cents per mile.

Under the circumstances, it could not be reasonably shown that the average passenger rate of the San Diego and Cuyamaca Railroad was unreasonably high. The Commission requested Mr. Dodson to verify a complaint, which he has failed to do. Officials of the San Diego and Cuyamaca Railroad informed the Commission that the reason for Mr. Dodson's complaint was not that he considered the rates unreasonable, but because they had withdrawn an annual pass which he had ridden on for a great many years.

OVERCHARGE ON HOUSEHOLD GOODS.

I. C. No. 81.

May 25, 1911, Rev. W. M. Brooks, of Los Angeles, complained of overcharge in shipment of household goods from Redlands to Los Angeles.

Investigation developed the fact that an overcharge of \$8.11 existed and the Southern Pacific Company was instructed to refund this amount to complainant.

EXCESSIVE PASSENGER RATES.

I. C. No. 82.

Guy M. Rush, Los Angeles, in a letter of May 26, 1911, complained of excessive fare to and from Lawndale.

The matter was taken up with the Pacific Electric Railway without success, and complainant was advised that if formal complaint, questioning the reasonableness of these rates, were submitted, proper hearing would be held and order made in accordance with evidence submitted.

EXCESSIVE ICING CHARGES ON FREIGHT.

I. C. No. 83.

Duncan Campbell & Co., San Francisco, in letter of May 29, 1911, complained of charge of \$6.00 being made by the Southern Pacific Company for extra icing on car shipped from San Francisco to Los Angeles after car had arrived at destination and while demurrage charge was accruing.

Under conditions as set forth in the tariff, charge was found to be correct and complainant was so advised, with the assurance that if formal complaint, questioning the reasonableness of the provision, be filed, the same would receive the immediate attention of the Commission.

EXCESSIVE PASSENGER RATES.

I. C. No. 84.

May 29, 1911, L. D. Temple, of Upland, complained that an additional ten cents per passenger was being collected by the Pacific Electric Railway from passengers over the price of a Long Beach-to-Los Angeles ticket for passengers boarding the train at Burnett Station.

Investigation developed that fact that Burnett Station is on the Newport Beach line and there is an additional service to reach the Long Beach-Los Angeles line, for which the carriers are entitled to a reasonable rate.

Complainant was notified that if he questioned the reasonableness of this rate and would verify a complaint, the matter would be set for hearing; otherwise the complaint would be considered when the Commission undertook to establish reasonable rates on all of the electric lines radiating out of Los Angeles.

EXCESSIVE RATES ON GRAVEL.

I. C. No. 85.

May 31, 1911, Pool & Berg, of Turlock, complained of excessive rates on gravel from Elliott to Turlock and that the Southern Pacific Company was endeavoring to collect the sum of \$43.54 additional charges on 7 carloads of gravel.

On investigation the Commission found that erroneous rates had been assessed on the shipments and that on one shipment complainants were entitled to refund of \$6.00 and that on 6 cars there was due the railroad company \$13.84 instead of \$43.54 as claimed by the carrier.

INADEQUATE SERVICE ON ELECTRIC LINES.

I. C. No. 86.

The Sixth Ward Central Improvement Association of Los Angeles, in letter of June, 1911, complained of the service of the Pacific Electric Railway.

The matter being under jurisdiction of municipal authorities, complainant advised to take matter up with them.

EXCESSIVE PASSENGER RATES.

I. C. No. 88.

Property owners of South Florence, California, in letter of June 1, 1911, complained of 10 cent fare charged by the Los Angeles Pacific Electric Company from Graham Station to Los Angeles. The carrier maintained that the rate was just and complainants advised that formal complaint would be necessary before Commission could proceed.

FAILURE TO PAY CLAIM FOR LOSS OF FREIGHT.

I. C. No. 89.

June 3, 1911, A. Brand, of Blue Lake, California, called at the office of the Commission and complained of the refusal of the Northwestern Pacific Railroad and the North Pacific Steamship Company to pay for the loss of two pairs of shoes pilfered from a case shipped from Milwaukee to Blue Lake.

The steamship company refused to entertain the claim and the Commission is still endeavoring to bring about a settlement by which all carriers interested in the movement will pay their *pro rata* of the loss.

EXCESSIVE RATE ON SAND.

I. C. No. 90.

June 5, 1911, the Empire Foundry Company, of Oakland, complained of excessive rate of \$1.00 per ton on a carload of sand shipped from Alvarado to Oakland, total charges being \$40.90.

On investigation it was found that the proper rate was 30 cents per ton and refund to the complainants of \$27.48 was arranged.

OVERCHARGES IN RATES ON HAY.

I. C. No. 91.

June 6, 1911, the Turlock Dray and Transfer Company complained of overcharge on two carloads of hay which the Southern Pacific Company refused to refund.

On investigation, the Commission found that the charges were collected on basis of \$2.15 per ton and that the correct rate was \$2.05 per ton. Under the circumstances, the Turlock Dray and Transfer Company were entitled to a refund of \$1.19.

EXCESSIVE EXPRESS RATES ON PERISHABLE FREIGHT.

I. C. No. 92.

June 9, 1911, F. P. Gregson, Traffic Manager and Secretary of the Associated Jobbers of Los Angeles, made informal complaint *re* express rates on vegetables, butter, eggs, etc., from Owens River Valley points to Los Angeles, claiming current rates were prohibitive.

The matter was immediately taken up with Wells, Fargo & Company and on August 25th and October 11th, that company filed reduced rates ranging from 75 cents to \$1.25 per 100 pounds, according to commodity shipped.

EXCESSIVE EXPRESS RATES.

I. C. No. 93.

The Merchants and Manufacturers' Traffic Association, Sacramento, through their traffic manager, G. J. Bradley, June 13, 1911, complained of the Globe Express Company's rate of \$2.50 per hundred pounds, Sacramento to Quincy.

After taking the subject up informally with the Express Company, they reduced the rate, July 18, 1911, to \$1.50 per 100 pounds.

EXCESSIVE EXPRESS RATES ON PERISHABLE FREIGHT.

I. C. No. 94.

Mr. G. J. Bradley, traffic manager Merchants and Manufacturers' Traffic Association, Sacramento, California, June 13, 1911, complained of rate on fruit and vegetables from Sacramento to Coalinga of \$1.60 per 100 pounds via Wells, Fargo & Company's Express.

Matter taken up informally with the express company and on August 25th rate of \$1.10 per 100 pounds became effective; a reduction of 50 cents per hundred. Those interested so notified.

IMPROPER VENTILATION OF ELECTRIC CARS.

I. C. No. 95.

E. W. Hartman, San Francisco, June 15, 1911, complained of poor ventilation of electric cars of the Southern Pacific Company now running in Alameda.

Matter taken up with the Southern Pacific Company with the result that windows heretofore fastened down were left movable from 4 to 6 inches from top and bottom; thus disposing of the case to the satisfaction of complainant.

ABANDONMENT OF RAILROAD STATION.

I. C. No. 96.

June 15, 1911, the law firm of Mack, Green, Brown and Heer, of Reno, complained of the abandonment by the Nevada-California-Oregon Railway of a certain station between Reno and Alturas.

The Commission did not have authority at this time to direct the railway to maintain a station, but volunteered to be of such assistance to the public as was possible if the complainants would state name and location of the station abandoned. This firm replied that the matter would be presented in proper legal form as soon as possible, but up to date nothing further has been heard from them.

OCCUPANCY OF STREETS BY ELECTRIC LINES WITHOUT FRANCHISES, AND EXCESSIVE PASSENGER RATES.

I. C. No. 97.

F. E. Evans, Allesandro street, Los Angeles, complained in telegram of June 17, 1911, of arrangement between city of Los Angeles and the Pacific Electric Railway Company concerning Allesandro street being occupied without franchise, and also of the 15 cent fare charged within the city limits.

This matter being subject to municipal control over which the Commission has no jurisdiction, complainant so advised.

REFUSAL TO INSTALL ROAD CROSSING.

I. C. No. 98.

June 17, 1911, I. J. Sopp, of Mojave, complained that the Southern Pacific Company refused to install a private road crossing in the vicinity of Mojave unless the land owners paid the expense of installation of cattle guards, wing fences, etc.

The Commission made every effort to induce the Southern Pacific Company to provide this crossing, without expense to the settlers in that locality, without success, and as the Commission had no jurisdiction to order the crossing installed, Mr. Sopp was advised to appear before the supervisors of Kern County and request that a public road be established.

EXCESSIVE RATES ON TOMATOES.

I. C. No. 99.

Boyer and Keefe, Los Molinos, California, in letter of June 24, 1911, complained of rate on tomatoes from Los Molinos to Sacramento of \$3.45 per ton.

On taking the matter up with the Southern Pacific Company, a rate of \$3.00 was established to Sacramento. The further complaint of poor facilities for the handling of cattle shipments was later withdrawn, as no such shipment had been offered from or to this point.

REMOVAL OF TRAIN SERVICE ON SUBURBAN LINE AND EXCESSIVE COMMUTATION RATES.

I. C. No. 100.

E. W. Thurman, Hayward, California, in communication of June 26, 1911, complains of the removal of the train service which formerly allowed residents of Stonehurst to arrive in San Francisco at 7.08 a. m. now arriving at 7.48, too late for the accommodation of working men; also that the \$5.00 commutation rate from Stonehurst as against the rate of \$3.00 from Oakland proper, arguing that the former is now a part of the city of Oakland and should be accorded the same passenger commutation rate.

Second, the rate of \$3.00 from Oakland proper, arguing that the former is now a part of the city of Oakland and should be accorded the same passenger commutation rate.

After investigation of these complaints the Commission succeeded in having the Southern Pacific Company substitute an earlier train arriving at 7.28 in San Francisco, thus satisfactorily disposing of this portion of the complaint.

With reference to commutation rates, complainant was advised that carrier's maintained commutation rate of \$5.00 was reasonable and that if he desired to pursue the matter further, a formal complaint would be necessary.

EXCESSIVE SWITCHING RATES.

I. C. No. 101.

The Western Fuel Gas and Power Company, Redondo, California, June 27, 1911, complained of switching charge of the Santa Fé Railroad Company at Redondo Beach of \$10.00 per car.

After taking the matter up with the Santa Fé Company, rate of 25 cents per ton of 2,000 pounds subject to the minimum charge of \$5.00 per car was established to the entire satisfaction of complainant.

OVERCHARGES IN FREIGHT RATES.

I. C. No. 102.

J. T. McCollum, Brawley, California, June 30, 1911, complained of alleged overcharge on shipment from El Paso, Texas, to Brawley, California.

This matter was referred to the Interstate Commerce Commission.

UNREASONABLE RESTRICTIONS IN EXCEPTIONS TO WESTERN CLASSIFICATION.

I. C. No. 103.

June 30, 1911, Baker & Hamilton complained of unreasonable restrictions in exceptions to the Western Classification issued by California carriers covering shipments of goods returned to original shippers.

After investigation, the Commission decided that the restrictions were unreasonable and requested the carriers to amend the rules.

OVERCHARGES ON WOOD.

I. C. No. 104.

Charles B. Younger, Santa Cruz, July 1, 1911, complained of rate of \$1.50 charged on carload of mixed fuel wood shipped via the Southern Pacific from Newell

Creek to Santa Cruz against the rate of \$1.25 quoted by agent. Complainant was advised that on mixed carloads of wood the highest rate applicable to any kind of wood in the car applies to the entire carload and that the rate of \$1.50 charged was therefore correct.

OVERCHARGES ON HOUSEHOLD GOODS.

I. C. No. 105.

A. H. Bull, Lodi, in letter of July 1, 1911, complained of overcharge on household goods shipped from Moss Beach to Lodi, in that 34½ cents per hundred were assessed as against 23 cents first quoted. On investigation the Commission found that complainant refused to make release to valuation as explained in published tariff rate if 23 cent rate is to be used, therefore rate charged was correct. Complainant so advised.

DISCRIMINATION IN NEWSPAPER TRAIN SERVICE AND EXCESSIVE RATES FOR SUCH SERVICE.

I. C. No. 106.

July 3, 1911, Edwin T. Earl, of Los Angeles, complained that the Salt Lake road and the Pacific Electric Railway issued a tariff discriminating against the Los Angeles *Tribune* in favor of other Los Angeles papers in the matter of newspaper train service.

The matter was investigated by the Commission in Los Angeles and arrangements made to serve all newspapers without discrimination.

September 22d, the Salt Lake road filed application to increase the rates on newspaper trains from \$41 to \$60 per day between Los Angeles and San Bernardino. Various Los Angeles papers protested against the proposed increase and the Commission, after carefully considering the matter, declined to permit increase in rate.

EXCESSIVE RATES ON WOOD.

I. C. No. 107.

July 5th, Beverly & Company, of Los Angeles, complained of discriminatory rates on wood from Santa Margarita to Los Angeles, the rate charged being equal to \$5.70 per cord on oak wood.

After considerable correspondence, the Commission succeeded in having a rate of \$4.00 per cord established between Santa Margarita and Los Angeles, which was satisfactory to the complainant.

EXCESSIVE ICING CHARGES ON GREEN FRUIT.

I. C. No. 108.

Miguel Estudillo, Riverside, attorney for Dr. W. B. Wells of that place, July 6, 1911, complained of icing charge made by the Southern Pacific Company on car of grapes shipped from Riverside to Portland.

The case, being one over which the Commission has no jurisdiction, it was referred to the Interstate Commerce Commission for adjustment and complainant was so advised.

DISCRIMINATION IN DEPOT FACILITIES TO HAY DEALERS.

I. C. No. 109.

July 6, 1911, Richard Vincent of Grass Valley complained of discrimination on the part of the Nevada County Narrow Gauge in renting certain portions of its depot facilities to hay dealers and that such action inconvenienced other shippers.

The Commission sent a representative to look over the situation, and it was reported that the Nevada County Narrow Gauge Railroad had offered to lease Mr. Vincent space in the warehouse at the same rates as for other parties. Mr. Vincent was notified that, as the constitution then stood, the Commission could not force railroads to furnish adequate station platforms and facilities and that the Commission could only act in case of discrimination. Mr. Vincent was requested to present

such testimony as he might have concerning discrimination, or if he would set a date, the Commission would go to Grass Valley and hear the testimony there. To date have had no reply from Mr. Vincent.

EXCESSIVE RATES ON HAY.

I. C. No. 110.

Marvin Candle, Amedee, July 7, 1911, complained of excessive rate of \$3.20 per ton on carload lots of hay from Oroville to Calneva via the Western Pacific Railroad.

On taking the matter up with the Western Pacific the Commission failed to secure a voluntary reduction and notified complainant that, should he desire to make formal complaint questioning the reasonableness of the rates, such would receive the immediate attention of the Commission. This the complainant has failed to do.

OVERCHARGES ON BULLION VIA EXPRESS.

I. C. No. 111.

July 10, 1911, W. J. Davis, of Los Angeles, complained of overcharge on shipment of bullion from Randsburg to Los Angeles, shipped by Wells, Fargo & Company Express.

Investigation developed the fact that consignee had been overcharged \$12.25, which the express company was directed to refund.

EXCESSIVE EXPRESS RATES.

I. C. No. 112.

July 12, 1911, the American Express Company made application to increase rate between Los Angeles and San Pedro from 30 cents to 40 cents per hundred pounds.

After investigation, the application of the express company was denied.

UNREASONABLE RATES ON PLASTER FIBER.

I. C. No. 113.

July 14, 1911, the San Francisco Fiber and Cordage Company complained of unreasonable rates on plaster fiber from San Francisco to Amboy via the Santa Fé.

Santa Fé officials advised that they would confer with the complainant and settle the matter amicably.

DISCRIMINATION IN CARLOAD RATES AGAINST LESS THAN CARLOAD RATES.

I. C. No. 114.

J. T. Dunn, Palo Alto, July 14, 1911, complained of difference in rate on carload and less than carload lots of prunes from Mountain View to El Paso, Texas. Matter referred to Interstate Commerce Commission and complainant so notified.

EXCESSIVE RATES ON RAISINS.

I. C. No. 115.

July 14, 1911, the Commission called attention of the Southern Pacific Company to the fact that tariffs on raisins and dried fruit from points in the San Joaquin Valley to San Francisco were inconsistent with other tariffs.

Rates on raisins and dried fruits are generally based on 65 per cent fourth class rates for carloads and 65 per cent of third class for less than carloads. The class rates from San Francisco, Stockton, San José, and Sacramento to Los Angeles and San Pedro are lower than from intermediate points in the San Joaquin Valley. The carriers published a special dried fruit tariff from the San Joaquin Valley to Los Angeles and San Pedro based on 65 per cent of the lower rates applying from Stockton, but on northbound business rates were based on 65 per cent of the regular local third and fourth class rates which are higher to San Francisco, Sacramento and San José than from Los Angeles.

After considerable correspondence, it was arranged to reduce the rates from San Joaquin Valley points to San Francisco, Oakland, Sacramento, Stockton and San José to the level of the rates southbound. Following is a comparison of old and new rates and reductions between various stations mentioned.

DRIED FRUIT. RAISINS.

To Stockton

From—	Carload.			Less carload.		
	Present rate.	Reduced rate.	Reduction per ton.	Present rate.	Reduced rate.	Reduction per ton.
Fresno -----	\$5 46	\$4 87	\$0 59	\$5 85	\$5 52	\$0 33
Hanford -----	6 37	4 87	1 50	6 76	5 52	1 24
Armona -----	6 37	4 87	1 50	6 76	5 52	1 24
Visalia -----	6 76	4 87	1 89	7 15	5 52	1 63
Sanger -----	5 72	4 87	85	6 11	5 52	59
Dinuba -----	6 37	4 87	1 50	6 76	5 52	1 24
Exeter -----	6 89	4 87	2 02	7 28	5 52	1 76
Lindsay -----	7 28	4 87	2 41	7 67	5 52	2 15
Porterville -----	7 67	4 87	2 80	8 06	5 52	2 54
Terra Bella -----	8 06	4 87	3 19	8 45	5 52	2 93
Jasmin -----	8 06	4 87	3 19	8 45	5 52	2 93
Malaga -----	5 46	4 87	59	5 85	5 52	33
Fowler -----	5 59	4 87	72	5 98	5 52	46
Selma -----	5 85	4 87	98	6 24	5 52	72
Kingsburg -----	5 85	4 87	98	6 24	5 52	72
Tulare -----	6 89	4 87	2 02	7 41	5 52	1 89
Tipton -----	7 15	4 87	2 28	7 67	5 52	2 15
Pixley -----	7 41	4 87	2 54	8 06	5 52	2 54
Famosa -----	8 06	4 87	3 19	8 45	5 52	2 93
Jewetta -----	8 58	4 87	3 71	9 10	5 52	3 58
Bakersfield -----	8 58	4 87	3 71	9 10	5 52	3 58
Reedley -----	6 11	4 87	1 24	6 63	5 52	1 11

DRIED FRUIT. RAISINS.

To San Francisco and Oakland, Sacramento, and San José.

From—	Present rate, carload.	Reduced rate, carload.	Reduction, carload.	Present rate less carload.	Reduced rate less carload.	Reduction, less carload.
Fresno -----	\$5 72	\$4 87	\$0 85	\$6 11	\$5 52	\$0 59
Hanford -----	6 63	4 87	1 76	7 02	5 52	1 50
Armona -----	7 02	4 87	2 15	7 41	5 52	1 89
Visalia -----	5 98	4 87	1 11	6 37	5 52	85
Sanger -----	6 63	4 87	1 76	7 02	5 52	1 50
Dinuba -----	7 15	4 87	2 28	7 54	5 52	2 02
Exeter -----	7 54	4 87	2 67	7 93	5 52	2 41
Lindsay -----	7 93	4 87	3 06	8 32	5 52	2 80
Porterville -----	8 32	4 87	3 45	8 71	5 52	3 19
Terra Bella -----	5 72	4 87	85	6 11	5 52	59
Jasmin -----	5 85	4 87	98	6 24	5 52	72
Malaga -----	6 11	4 87	1 24	6 50	5 52	98
Fowler -----	7 15	4 87	2 28	7 67	5 52	2 15
Selma -----	7 41	4 87	2 54	7 93	5 52	2 41
Kingsburg -----	7 67	4 87	2 80	8 32	5 52	2 80
Tulare -----	8 32	4 87	3 45	8 71	5 52	3 19
Tipton -----	8 84	4 87	3 97	9 36	5 52	3 84
Pixley -----	8 84	4 87	3 97	9 36	5 52	3 84
Famosa -----	8 84	4 87	3 97	9 36	5 52	3 84
Jewetta -----	8 84	4 87	3 97	9 36	5 52	3 84
Bakersfield -----	8 84	4 87	3 97	9 36	5 52	3 84
Reedley -----	6 37	4 87	1 50	6 89	5 52	1 37

Effective November 15, 1911.

Class rates to points on line of McCloud River Railroad.

Sacramento

To Bartle	In cents per 100 pounds.									
	1	2	3	4	5	A	B	C	D	E
Old rate ----	*	*	*	*	98½	94	69½	57	51	49½
New rate ----	95	95	87	80	74	74	50	39	35	35
Increase ---	-----	-----	8	15	24½	20	19½	18	16	14½

*75 per cent moved under fourth class. 10 per cent moved under third class.
15 per cent moved under second and first class.

To McCloud.

Old rate ----	128	116	104	95	86½	86½	63½	50½	46	44½
New rate ----	108	98	87	80	74	74	50	39	35	35
Decrease ---	20	18	27	15	12½	12½	13½	11½	11	9½

To Algomah.

Old rates ----	140	128	116	107	98½	94	69½	57	51	49½
New rates ----	108	98	87	80	74	74	50	39	35	35
Decrease ---	22	30	29	27	24½	20	19½	18	16	14½

EXCESSIVE PASSENGER RATES.

I. C. No. 116.

July 14, 1911, the Commission took up the matter of passenger rates on that portion of the Southern Pacific lines known as the Coast Division, operating over the Santa Cruz Mountains, from San José to Santa Cruz, which rates exceeded the combination of locals to and from Los Gatos. The result was an agreement on the part of the Southern Pacific Company to publish a new scale of passenger rates between San Francisco, San José and intermediate points to Los Gatos, Santa Cruz and intermediate points. The reductions brought about by these changes range from 15 cents to 30 cents on each ticket and the Southern Pacific Company is now preparing a schedule showing such reductions. This rate reduction not only affects the points mentioned, but from outside points as well which use these rates for basing purposes to reach Santa Cruz and points in the Santa Cruz Mountains.

EXCESSIVE SWITCHING RATES.

I. C. No. 117.

July 14, 1911, U. M. Slater, Stockyards, Oakland, claimed excessive switching charges were being assessed on shipments of live stock moved via the Santa Fé system in connection with the Southern Pacific to Stockyards.

It developed, on investigation, that the switching charges were being assessed in error and a refund of \$12.50 was arranged on 5 cars of hogs from Hanford to Stockyards and carriers requested to discontinue practice of collecting these charges.

ISSUANCE OF BILLS OF LADING CARRYING "S. L. AND C." NOTATIONS.

I. C. No. 118.

July 18, 1911, the Western Feed Company complained of practice of carriers in issuing bills of lading marked "Shippers load and count" which offered no protection against unscrupulous consignees claiming shortage of goods at destination.

The Commission at once commenced an investigation of this practice and agreed

upon uniform rules with the carriers whereby a clear bill of lading will be issued on all shipments, when requested by shippers.

UNREASONABLE RATES ON FUEL OIL.

I. C. No. 119.

July 18, 1911, Golden State Portland Cement Company, Los Angeles, complained of excessive and unreasonable rates on fuel oil from Bakersfield to Oro Grande, and of the cement rates generally from Oro Grande to southern California points. The Commission investigated the matter very thoroughly and carried on considerable correspondence with the Santa Fé Railway Company, and on October 10th received a communication from the Golden State Portland Cement Company withdrawing the complaint, as carriers had indicated a desire to adjust the differences amicably.

ISSUANCE OF COMMUTATION TICKETS TO BANKS.

I. C. No. 120.

July 19, 1911, Robert Weiss, of Upland, California, complained that the railroads had discontinued the practice of selling family commutation tickets to banks and concerns for use of their customers to Los Angeles.

Mr. Weiss was notified that such practice was unlawful and could not be tolerated.

EXCESSIVE RATES ON HOUSEHOLD GOODS.

I. C. No. 121.

July 19, 1911, M. R. Morgan complained of excessive charges on shipment of household goods from Colton to Hayward.

Investigation developed the fact that excessive charges were partly due to storage in a public warehouse at Los Angeles and that an error had been made which entitled the consignee to a refund of \$4.95, which was so arranged.

EXCESSIVE EXPRESS RATES ON PERISHABLE FREIGHT.

I. C. No. 122.

July 20, 1911, McMillin-Gordon Company, Sacramento, complained of Wells, Fargo & Company's rate of \$4.25 per 100 pounds. Sacramento to Etna Mills, California, on fruit, vegetables, butter and eggs.

The Commission at once wrote Wells, Fargo & Company and they, under date of August 10, 1911, filed tariff reducing rates to \$2.80 per 100 pounds.

UNREASONABLE PASSENGER RATES AND COLLECTION OF TRAIN RATES.

I. C. No. 123.

J. W. Hamilton, Petaluma, July 24, 1911, complained of unreasonable passenger fares between Russian River Heights and Monte Rio on Northwestern Pacific Railroad; also questioning the right of the railroad company to collect train rates.

On investigation the Commission advised complainant of the willingness of the Northwestern Pacific to reduce fare 5 cents between the points named, same to be effective October 6, 1911, this being satisfactory to complainant.

Regarding the assessing of train rates by the railroad company, the Commission held that the same being according to tariffs and rules of this Commission, such charge was lawful.

METHOD OF MAKING FREIGHT RATES ON ORE.

I. C. No. 124.

July 26, 1911, Tracy C. Becker, of Los Angeles, presented resolution of the Board of Directors of the American Mining Congress protesting against the present system of making freight rates on ore.

The matter was discussed informally with the carriers, who maintained that their system of rate making was correct. Mr. Becker was notified that no informal

adjustment of the controversy would be possible and was requested to verify complaint in order that the Commission could proceed with formal hearing. We understand this matter is now being considered by the American Mining Congress.

OVERCHARGES ON SHIPMENTS OF LEMONS.

I. C. No. 125.

July 29, 1911, E. H. Loveland, of Bakersfield, complained of overcharge on shipments of lemons from Fernando to Bakersfield.

It was found, on investigation, that the Southern Pacific Company was assessing an estimated weight on the shipments in excess of the actual weight and a refund of \$4.25 was arranged.

OVERCHARGES ON BUTTONS.

I. C. No. 126.

D. L. Beard, Napa, August 2, 1911, complained of overcharge on shipment of buttons from Muscatine, Iowa, to California terminal in that the local minimum of 25 cents was charged in addition to overland minimum of \$2.60.

On investigation the Commission found this charge to be correct and complainant was so advised.

OVERCHARGES ON SHIPMENTS OF ARCHITECTURAL TERRA COTTA.

I. C. No. 127.

August 3, 1911, J. O. Bracken Company filed claim with the Commission requesting protection of less than carload rate on shipment of architectural terra cotta from West Alameda to Chico.

As shipment had been billed by the shippers as a carload and carried by the railroad as such, the application for the protection of a less than carload rate was denied.

EXCESSIVE RATES ON GRAIN.

I. C. No. 128.

August 4, 1911, Charles W. Muller complained of excessive charges on carload of grain shipped from Esparto to Penn Grove which moved via the Southern Pacific and Northwestern Pacific railroads.

It was found that the rate charged was \$3.85 per ton and the proper rate was \$2.85 per ton. Carriers were directed to refund the overcharge on the shipment amounting to \$14.00.

OVERCHARGES ON WOODEN TELEGRAPH POLES.

I. C. No. 129.

Lohman & Company, San Francisco, August 4, 1911, complained of overcharge on one wooden telegraph pole shipped from Point Richmond to Los Altos.

Charges amounting to \$10.50 were collected and Southern Pacific Company was requested to assess proper charge, viz., 78 cents, and refund overcharge of \$9.72.

EXCESSIVE RATES ON HAY.

I. C. No. 130.

August 4, 1911, S. Seller, President of the Livermore Warehouse Company, complained of excessive and unreasonable charges on carload of hay shipped from Forest Home to Auburn, the rate collected being \$4.60 per ton.

Upon investigation it was found that the proper rate was \$3.30 per ton and the carriers were directed to refund an overcharge amounting to \$11.05.

EXCESSIVE RATES ON GRAIN.

I. C. No. 131.

August 4, 1911, Charles W. Muller complained of excessive charges on shipment of grain from Arbuckle to Penn Grove via the Southern Pacific and the Northwestern

Pacific railroads. Charges were assessed on basis of \$3.15 per ton, whereas the proper rate was \$2.65 per ton. Carriers in question were directed to refund the overcharge amounting to \$13.65.

EXCESSIVE EXPRESS RATES ON LAUNDRY SHIPMENTS.

I. C. No. 132.

Visalia Steam Laundry, Visalia, August 8, 1911, complained of rate of \$1.25 per 100 pounds, and \$1.00 per 100 pounds on laundry between Visalia and McKittrick and same point and Hanford, respectively, via Wells, Fargo & Company's Express.

Matter taken up informally with the express company and after considerable correspondence reduced their rate to McKittrick to \$1.00 and to Hanford to 90 cents.

EXCESSIVE EXPRESS RATES ON NEWSPAPERS.

I. C. No. 133.

The Los Angeles *Record*, Los Angeles, August 9, 1911, complained of rate of 15 cents per 100 copies for transporting newspapers via Wells, Fargo & Company's Express from Los Angeles and asks for a rate of 50 cents per 100 pounds in lieu.

It was discovered that express company had a tariff published naming rate of 60 cents per 100 pounds, which at the average weight of the newspapers per 100 copies would be a reduction of about 30 cents per 100 pounds or 5 cents per 100 copies. Express instructed to protect lowest rate.

MANNER OF WORDING IN CONTRACT OF SCRIP BOOK.

I. C. No. 134.

J. L. Geiger, San Francisco, August 11, 1911, complained of the ambiguous wording in the contract of the California Scrip book and consequent misleading of the public.

The Commission informed the complainant that the above concerned an interstate tariff and was not therefore within the jurisdiction of the Commission. However, the attention of the Transcontinental Scrip Bureau was called to the matter and an amendment was suggested by the Commission which was considered favorably by them and disposed of the complaint.

DISCRIMINATION IN CLASS RATES.

I. C. No. 135.

August 15, 1911, McCormick-Saelzar Company of Redding complained of unreasonable and discriminatory rates on the part of the Southern Pacific Company and the McCloud River Railroad, particular complaint being directed against the rates in existence from Redding as compared with those from Marysville, Sacramento and other points.

After considerable correspondence, the Commission succeeded in having the Southern Pacific Company and the McCloud River Railroad reduce their rates as indicated in the following schedule:

		Class rates.									
		1st.	2d.	3d.	4th.	5th.	A	B	C	D	E
Old	-----	77	70	63	57	52	47½	41½	36½	33	31½
New	-----	61	56	50	42	40	40	27	21½	20	20

EXCESSIVE RATES ON ROOFING, HAY AND GRAIN.

I. C. No. 136.

G. D. Hauptman, San Francisco, August 16, 1911, complained of rate on corrugated roofing, hay, grain, etc., to Klamath Falls, Ore.

Complainant requested to file more specific complaint, as to between which points and Klamath Falls, rates were considered unreasonable. No further information furnished by complainant.

EXCESSIVE RATES ON LUMBER.**I. C. No. 137.**

August 17, 1911, the Davies Box and Lumber Company, of Boca, complained of unreasonable rates between Loyaltan and Boca on lumber of \$1.50 per ton. The lumber shipments of this concern are all reshipped to Truckee for planing purposes and an additional 40 cents per ton is charged by the Southern Pacific Company for this service.

Carriers agreed, after conference with the Commission, to publish a joint rate of \$1.50 per ton from Loyaltan to Truckee, thus reducing the freight rate 40 cents per ton.

REFUSAL OF STEAMSHIP COMPANY TO REFUND PRICE OF TICKET ACCOUNT VESSEL DISABLED.**I. C. No. 138.**

Hans Harthan, Jr., Berkeley, August 18, 1911, complained of refusal of West Coast Steamship Company to refund purchase price of ticket when steamer for which such ticket was sold was disabled, and, further, of failure to furnish first class berth and accommodations on another steamer.

On full investigation, although the Commission is not exercising jurisdiction over ocean carriers, it was learned that refusal to refund purchase price of ticket was contrary to the policy of the owners of vessels and was due to the fact that agent selling ticket was paid on commission basis. The owners of vessels have instructed their agents that tickets must be redeemed in cases of this kind.

EXCESSIVE RATES ON BOX SHOOKS.**I. C. No. 139.**

August 19, 1911, the Loma Fruit Company, of Watsonville, complained of unreasonable rate of \$2.25 on box shooks, San Francisco to Vega, as compared with rate of \$1.50 per ton to Watsonville, a more distant point.

The matter was taken up with the Southern Pacific Company, who maintained that the rate to Watsonville was established to meet water competition via Moss Landing, and he matter will be held in abeyance until the decision of the Commission in the long and short haul cases, to be heard January 2, 1912.

EXCESSIVE EXPRESS RATES ON MUSKMELONS.**I. C. No. 140.**

August 19, 1911, Robt. J. Willard, Etna Mills, informally complained of Wells, Fargo & Co.'s rate of \$4.00 per hundred on muskmelons from Marysville to Etna Mills. The subject being brought to the attention of the express company, they reduced rates on fruit and vegetables to \$2.40 per 100 pounds October 19, 1911.

REFUSAL OF RAILROAD COMPANY TO PAY FOR DAMAGED SHIPMENTS.**I. C. No. 141.**

Chas. T. Andrews, Lakeport, August 19, 1911, complained that he was unable to make settlement with the Southern Pacific Company and the Northwestern Pacific Railroad for damage on shipment of household goods shipped from Alameda to Lakeport.

After considerable correspondence, claim was settled on payment of \$28.50 damages.

REFUSED PERMISSION TO CARRY HAND LUGGAGE ON PASSENGER TRAIN.**I. C. No. 142.**

August 22, 1911, H. L. Terwilliger complained that the Southern Pacific Company depot master, Third and Townsend Streets, San Francisco, had refused to permit him

to pass through the gate with a package which had been carried as hand luggage from New York and compelled him to ship same by Wells, Fargo & Company express.

The matter was immediately taken up with the Southern Pacific officials and after considerable correspondence it was arranged to permit hand luggage of reasonable dimensions to be taken aboard trains.

INADEQUATE PASSENGER SERVICE.

I. C. No. 143.

August 23, 1911, Leroy A. Wright, of San Diego, complained of passenger service of the Southern Pacific in so far as it affected through passengers from Los Angeles to Sacramento. Due to the train being late, no arrangements had been made for passengers to obtain breakfast, with the result that passengers suffered much inconvenience by not arriving at Sacramento until 11.30 in the morning.

The matter was discussed with the Southern Pacific officials and they promised to change the sleeping car service between Sacramento and Los Angeles in order that the same would be carried on a train equipped with a dining car.

ISSUANCE OF BILLS OF LADING CARRYING "S. L. & C." NOTATIONS.

I. C. No. 144.

August 25, 1911, Barnard & Bunker, San Francisco, complained of practice of carriers in issuing bills of lading marked "Shippers load and count" which offered no protection against unscrupulous consignees claiming shortage of goods at destination.

The Commission at once commenced an investigation of this practice, agreed upon uniform rules with the carriers whereby clear bills of lading will be issued on all shipments, at request of shippers.

DISCRIMINATION IN EXCURSION FARES.

I. C. No. 145.

The Chino Board of Trade, Chino, California, August 26, 1911, complained of discrimination in excursion fares of \$2.10 from Chino, as compared with those in effect from Ontario and Pomona.

Upon communicating with the Southern Pacific Company, a uniform Saturday-Sunday rate of \$1.60 was established, on sale after noon Saturday, being the same as sold at points mentioned. This was entirely satisfactory to complainant and case was closed.

INADEQUATE TRAIN SERVICE.

I. C. No. 146.

August 27, 1911, Byron Stovall, of Taft, Kern County, California, complained of the service on the Sunset and Sunset Western Railways and particularly of the fact that these roads backed trains from Monarch to Pentland instead of placing engine ahead of the cars.

After investigation, the Commission advised Mr. Stovall that it did not believe there was any danger in this method of operation for so short a distance, provided trains were properly equipped. In the mean time the Southern Pacific Company agreed to install run-around track in order to turn the entire train or place the engine ahead of the cars.

INABILITY TO SUPPLY CARS, AND INADEQUATE PASSENGER SERVICE.

I. C. No. 147.

Jos. Ruff, Red Bluff, August 27, 1911, complained of shortage of cars for the loading of lumber at Red Bluff also of poor accommodations on Southern Pacific passenger trains. On taking the matter up with the Southern Pacific Company they agreed to remedy the passenger service and complainant was advised that if improvement was not apparent, the Commission would appreciate having the matter called to their attention.

Concerning the alleged shortage of cars, the Commission recommended that same

be ordered in accordance with the reciprocal demurrage order formulated by the Commission, and that if continued inconvenience was experienced proper remedy would be applied.

EXCESSIVE RATES ON ELECTRIC LINES.

I. C. No. 148.

August 29, 1911, the Tropico Chamber of Commerce complained of excessive and unreasonable rates on the Glendale line of the Pacific Electric.

The matter was taken up with the Pacific Electric Railway, which company maintained that the rates in effect were reasonable and that the volume of business on this line was much less than on the other lines, and that this particular line could not be operated on lower rates.

Complainants were notified that the Commission would entertain a verified complaint and order a hearing, but complaint has not been filed.

CREATING NUISANCE TO PROPERTY OWNER NEAR TRACKS OF RAILROAD.

I. C. No. 149.

F. L. Warburton, Ludlow, California, August 30, 1911, complained that the Santa Fé train men persist in blowing off steam opposite his home, causing much annoyance to himself and family. Santa Fé officials requested by Commission to have practice stopped, with the result that the enginemen were instructed to abate the nuisance.

IRREGULAR HANDLING OF TICKETS ON PASSENGER TRAINS.

I. C. No. 150.

Geo. J. Lambley, San Francisco, September 1, 1911, complained of being refused passage on regular train of the Southern Pacific Company from Oakland to San Francisco on the grounds that his ticket was only good on a local train.

On careful investigation the Commission found that, as no limitations were printed on the ticket, it should have been good for passage on any passenger train.

Complainant so notified.

UNREASONABLE CLASS RATES.

I. C. No. 151.

September 7, 1911, Cameron & Company, Inc., of Napa, complained of unreasonable class rates from Napa to points in the Sacramento Valley compared with those from San Francisco.

Complainants notified that unless they desired to file formal complaint, matter would have to be held in abeyance until the Commission could investigate the entire scale of rates.

EXCESSIVE RATES ON CRUSHED ROCK.

I. C. No. 152.

W. A. Houts, this city, September 8, 1911, complained of rates on crushed rock from plant on the Peninsular Railroad to San Francisco.

The Commission immediately took this matter up with the carriers and endeavored to effect a reduction, but on November 1st was advised by complainant that they wished to withdraw complaint, as Mr. Chapin, general manager of the Peninsular Railroad, had verbally assured an amicable adjustment.

UNREASONABLE DEMURRAGE CHARGES ON OIL.

I. C. No. 153.

September 11, 1911, R. C. Irvine, superintendent of streets, Sacramento, complained of unreasonable demurrage charges on cars of oil for the city of Sacramento.

The matter was investigated by the Commission, and, October 30th, Mr. Irvine was requested to furnish data as to his facilities at Sacramento for unloading, which he has not done up to the present time.

UNREASONABLE RATES ON WOOD.

I. C. No. 154.

September 12, 1911, the Los Molinos Land Company complained of unreasonable rates on wood from Los Molinos to San Francisco, Oakland, and Berkeley.

After investigation, the Southern Pacific Company, at the request of the Commission, reduced the rate from \$4.75 per cord to \$3.75 per cord.

EXCESSIVE RATES ON WINE GRAPES.

I. C. No. 155.

September 13, 1911, A. A. Trueblood, of Gridley, complained of excessive rates on wine grapes from Midvale to Sacramento via the Northern Electric Railway.

The matter was discussed with the Northern Electric Railway officials, who maintained that considering all the circumstances surrounding the movement of wine grapes, including return of empty cars, special equipment for the service, etc., a reduction in the rate would be unreasonable.

Complainant was notified of the attitude of the railway company and advised that if he wished the matter pursued further, formal complaint would be necessary.

OVERCHARGES ON SHIPMENTS OF CEMENT.

I. C. No. 156.

The Perkins Bros. Company, Santa Ana, September 13, 1911, complained of overcharge on shipment of cement from McFarland to Earlimart of \$23.41.

The Commission found upon investigation that complainant was entitled to refund of \$1.76 and same was ordered.

EXCESSIVE RATES ON BEANS.

I. C. No. 157.

T. J. Hammond, Fresno, September 15, 1911, complained of rate on beans shipped from Orwood via the Santa Fé as being the same as charged from San Francisco, a longer haul. After investigation the Commission found the rate to be in accordance with the regular published tariff of the Santa Fé and so advised the complainant, stating that the entire rate adjustment of San Joaquin Valley points was under consideration at the present time, but that if formal complaint as to the reasonableness of these rates was filed, same would be given immediate attention.

WITHDRAWAL OF PASSENGER RATES.

I. C. No. 158.

September 16, 1911, the San Mateo County Development Association complained that the United Railroads of San Francisco had withdrawn the half-fare privilege rates to school children.

The matter was taken up with the United Railroads with the result that that company published half rates for all children under the age of eighteen, which satisfactorily disposed of the complaint.

OVERCHARGES ON TICKETS PURCHASED THROUGH MISUNDERSTANDING.

I. C. No. 159.

September 16, 1911, C. E. Taylor, of Los Angeles, complained that the Southern Pacific Company and the Atchison, Topeka and Santa Fé Railway declined to honor three tickets which had been purchased for passage via their respective lines, due to misunderstanding with conductor, and that he was unable to obtain a refund on the tickets.

After considerable correspondence, it was arranged to have proper refunds made to Mr. Taylor, who later advised that satisfactory settlement had been made with him.

OVERCHARGES ON SHIPMENTS OF MACHINERY.

I. C. No. 160.

John Eberspacher, Pope Valley, California, September 22, 1911, complained of extra charge being made on prepaid shipment of machinery from Chicago to Pope Valley. This being an interstate shipment and one therefore out of the jurisdiction of the Commission, complainant was advised that, if all papers concerning same were submitted so that investigation could be made, the matter would receive the Commission's immediate attention.

UNREASONABLE DELAY IN TRANSPORTATION OF FREIGHT.

I. C. No. 161.

September 23, 1911, Sherwood & Sherwood complained of unreasonable delay in movement of less than carload freight between Stockton and points on the Sierra Railway via Oakdale.

The Commission took the matter up with the officials of the Southern Pacific Company and the Sierra Railway and after receiving such information as those companies furnished, requested the complainants to give specific data as to shipments which may have been delayed. The matter is being held in abeyance awaiting such information.

OVERCHARGE ON POULTRY FOOD.

I. C. No. 162.

Claire S. Thompson, Hynes, California, September 23, 1911, complained of overcharge of 40 cents on shipment of poultry food via the Salt Lake Railroad.

On investigation the Commission found the alleged overcharge to be as set forth by complainant and same was referred to carrier's agent for adjustment and complainant advised that, in the event of unsatisfactory settlement, claim should be resubmitted to Commission.

OVERCHARGES ON SHIPMENTS OF HOUSEHOLD GOODS.

I. C. No. 163.

A. J. Paulson, Davis Creek, California, September 26, 1911, complained of demand by Southern Pacific Company of overcharge on shipment of household goods from Woods Cross, Utah, to Alturas, California.

This being an interstate shipment, the Commission referred complaint to Interstate Commerce Commission for adjustment.

UNREASONABLE DELAY IN HANDLING OF FREIGHT.

I. C. No. 164.

The Columbia Steel Company, San Francisco, September 26, 1911, complained of unreasonable delay in handling less-than-carload shipments from Pittsburg by the Southern Pacific Company. Upon investigation the Commission succeeded in having this matter remedied; the railroad company arranging to employ sufficient help to expedite handling of less-than-carload shipments of heavy castings pending installation of a crane for loading same. This satisfactorily disposed of complaint.

EXCESSIVE RATES ON SEWER PIPE.

I. C. No. 165.

N. Clark & Sons, San Francisco, September 26, 1911, complained of rate of \$1.20 per ton in carload lots on sewer pipe from Alameda to Livermore.

Immediately upon receipt of letter, matter was referred to Southern Pacific Company, which company agreed to establish rate of \$1.05 per ton, the same as applies to Tracy, which was satisfactory to complainant.

OVERCHARGES ON COKE.

I. C. No. 166.

North American Oil Consolidated, San Francisco, complained, September 26, 1911, of overcharge by the Sunset Railroad on carload of coke from Hastings, Colorado, to Moron, California.

Being an interstate shipment, the Commission recommended that the matter be taken up with the Interstate Commerce Commission.

DISCRIMINATORY COMMUTATION AND EXCURSION RATES.

I. C. No. 167.

October 2, 1911, John Harris, of Bellflower, complained of discriminatory commutation and excursion rates between Los Angeles and Somerset on the Pacific Electric Railway.

The Pacific Electric Railway claimed that the rates on the Hollywood-Colegrove line and the time limit on commutation tickets were established by former owners of that line, and that the conditions on the Somerset line were entirely dissimilar.

It being apparent that the matter could not be adjusted informally, complainant was requested to verify a complaint, and we were advised under date of October 30th that this action would be taken by the Somerset-Bellflower Commercial Club.

EXCESSIVE EXPRESS RATES ON MILK.

I. C. No. 168.

Milk shippers at Dixon on October 4th last, complained of Wells, Fargo & Company's rate on milk to San Francisco and other bay points.

Subject taken up informally with express company and on November 9th rate was reduced from 36 to 30 cents per 100 pounds.

REQUEST FOR STATION AND AGENCY.

I. C. No. 169.

Citizens of McFarland, Kern County, October 5, 1911, petitioned the Commission for the erection of depot and the establishment of an agency by the Southern Pacific Company at that point. The Commission investigated the matter on the ground and arranged with Southern Pacific Company for construction of depot.

ERRONEOUS QUOTATIONS OF RATES ON FREIGHT.

I. C. No. 170.

October 5, 1911, William F. Dunne, of Imperial, complained that the Southern Pacific Company's agents had quoted three different rates on shipments of household goods from Imperial to San Dimas.

The Commission found that rates had been misquoted and notified the complainant of the proper rates.

OVERCHARGES ON HOUSEHOLD GOODS.

I. C. No. 171.

October 7, 1911, H. E. Kinyon, of San Diego, complained of inability to secure payment of an overcharge on shipment of household goods from Modesto to San Diego.

After investigation, the Commission was advised by Santa Fé system that draft for overcharge of \$6.75 would be mailed at once.

EXCESSIVE EXPRESS RATES.

I. C. No. 172.

Mr. F. E. McCoy, R.F.D. No. 1, Hanford, October 11, 1911, complained of rates via Wells Fargo & Company's Express from Eastern points to Hanford.

This being an interstate shipment complainant was referred to Interstate Commerce Commission.

EXCESSIVE STORAGE CHARGES ON BAGGAGE.

I. C. No. 173.

October 18, 1911, H. A. Shryock complained of excessive storage charges collected by the Santa Fé system on trunk arriving from New York.

It was found that charges collected were correct and complainant so notified.

OVERCHARGES ON PERSONAL EFFECTS.

I. C. No. 174.

October 19, 1911, Mr. Barney Olohan, of Watsonville, complained that the Southern Pacific Company was endeavoring to collect \$5.11 on a box of personal effects from Honeycreek, Iowa, to Watsonville, after charges had been prepaid at the time of shipment. The matter was investigated, with the result that an error was discovered and the shipment delivered without collection of additional charges.

EXCESSIVE RATES ON ICE CREAM VIA EXPRESS.

I. C. No. 175.

W. Lucot, Sutter Creek, October 23, 1911, complained of rate on ice cream via Wells, Fargo & Company from Stockton and Sacramento, namely, \$2.25 per 100 pounds.

The Commission, in view of the fact that the rate from Sacramento to Jackson, practically a like distance, was \$1.75, informally took up the matter of naming same rate from Sacramento and Stockton to Sutter Creek. Under date of October 20th, Wells-Fargo published rates accordingly, which was satisfactory to complainant.

UNREASONABLE RATES ON WOOD.

I. C. No. 176.

October 23, 1911, Milo S. Baker, of Kenwood, California, complained of unreasonableness of wood rates between Kenwood and Berkeley as compared with rates from Shellville Junction.

The matter was referred to the Southern Pacific Company, who maintained that the rate was reasonable and that the rate from Shellville Junction was a proportional rate in connection with business over the Northwestern Pacific Railroad, there being no wood in the vicinity of Shellville, and, further, that this rate was necessary to meet competition of the Santa Fé and the Northwestern Pacific via Tiburon.

Complainant requested to verify complaint and the Commission is now waiting for such action.

UNREASONABLE RATES ON SHINGLES.

I. C. No. 177.

October 25, 1911, the Cloverdale Lumber Company complained of unreasonable rates on shingles from Petaluma to Cloverdale on the Northwestern Pacific Railroad. The matter was taken up with Northwestern Pacific Railroad and arrangements made to reduce rate from 33 cents to 26 cents per 1,000 shingles.

EXCESSIVE RATES ON LIVE STOCK.

I. C. No. 178.

November 1, 1911, J. O. Bracken Company complained of unreasonable rates of the Southern Pacific Company on live stock from Shasta regions to Oakland and San Francisco.

Commission directed Southern Pacific Company to protect lower rates, being a combination of locals on Suisun.

EXCESSIVE RATES ON CEMENT.

I. C. No. 179.

November 8, 1911, Baker & Hamilton filed an informal complaint with the Commission questioning the reasonableness of cement rates on the Sierra Railway between Oakdale and Angels, Tuolumne, and intermediate points.

The matter was being investigated by the Commission when a withdrawal of the complaint was requested.

UNREASONABLE RATES OF ELECTRIC LINES.

I. C. No. 180.

November 9, 1911, C. C. Cragin, of Campbell, complained of unreasonable rates of the Peninsular Railway from Leigh avenue to Los Gatos.

After considerable correspondence, rates were reduced from 25 to 20 cents.

OVERCHARGES ON SHIPMENTS OF POTATOES.

I. C. No. 181.

November 10, 1911, Simon Levi & Company, San Diego, complained of refusal of the Santa Fé to protect actual weight on shipments of potatoes from Stockton to San Diego.

Arrangements made for protection of correct actual weights instead of estimated weights.

INADEQUATE STATION FACILITIES.

I. C. No. 182.

November 11, 1911, residents of the town of El Verta complained of inadequate shelter being afforded by the Northern Electric Railway. The matter was investigated, and after conference with the officials of the railroad arrangements were made for the erection of a depot.

DISCRIMINATORY RATES ON SHIPMENTS OF POTATOES.

I. C. No. 183.

November 13, 1911, Bell-Mulhern Company, of Marysville, complained of discriminatory rates on potatoes between points in Oregon and Marysville.

This matter was subject to the jurisdiction of the Interstate Commerce Commission, but the complainants were requested to furnish full information to this Commission in order that it might render any assistance which the circumstances justified.

ISSUANCE OF BILLS OF LADING CARRYING "S. L. AND C." NOTATION.

I. C. No. 184.

November 17, 1911, Foster Warehouse Company complained of practice of carriers in issuing bills of lading marked "Shipper's load and count" which offered no protection against unscrupulous consignees claiming shortage of goods at destination.

As in case of similar complaints, it was arranged for the issuance of clean bills of lading at request of shippers.

UNREASONABLE RATES ON SAND AND CRUSHED ROCK.

I. C. No. 185.

November 18, 1911, G. J. Bradley, of Sacramento, complained of unreasonable sand and crushed rock rates of the Southern Pacific Company, particularly of the present method of publishing rates. Complaint was withdrawn.

EXCESSIVE PASSENGER RATES.

I. C. No. 186.

November 20, 1911, T. B. Cannon, justice of the peace, Gardena, filed petition from 179 residents of Gardena complaining of unreasonable passenger rates on the Pacific Electric Railway.

Complainants later advised that a formal complaint would be filed.

PROPOSED INCREASE IN RATES ON LUMBER.

I. C. No. 187.

November 20, 1911, A. B. Field & Company, of San Francisco, filed a protest against proposed increase in lumber rates from Shasta regions to San Francisco and bay points.

The Commission advised complainants that proposed increased rates had not been filed with the Commission and that the Commission would not approve them without giving shippers opportunity to be heard.

EXCESSIVE EXPRESS RATES.

I. C. No. 188.

The Commission, while holding formal hearing at San Luis Obispo, discovered that the express rate on clams from Oceana to San Francisco was \$1.25 per 100 pounds, 25 cents higher than the rate to San José.

Wells, Fargo & Company's attention being called to this violation of the constitutional provision, immediately reduced rate to \$1.00 per 100 pounds.

EXCESSIVE PASSENGER RATES.

I. C. No. 189.

Under date of August 7, 1911, Mr. G. B. Neighbor, of Snelling, California, complained of the passenger rates charged by the Yosemite Valley Railroad from Snelling to El Portal.

The Commission advised Mr. Neighbor that the fares he paid were lawful and in conformity with tariffs on file with this Commission, and that the reasonableness of the rates complained of would be investigated on some future occasion.

OVERCHARGES IN TICKET RATES.

I. C. No. 190.

Under date of November 13, 1911, Joseph Travelli, of Oakdale, California, wrote this Commission and complained that he had been overcharged in connection with a ticket purchased from Stockton to Ellensburg, Washington.

It was found, upon investigation, that because of wrong information given at Sacramento the passenger traveled from Sacramento to Red Bluff, via Willows, instead of boarding the Overland train at Davis. After some correspondence with the Southern Pacific Company arrangements were made to refund to Mr. Travelli the sum of \$3.70, which adjustment was satisfactory to the complainant.

INADEQUATE STATION FACILITIES.

I. C. No. 191.

November 16, 1911, Mrs. J. M. Hamill, and others, located at Glen Frazer, Contra Costa County, complained to this Commission of the inadequate depot facilities maintained by the Atchison, Topeka and Santa Fé Railway at Glen Frazer.

Investigations developed the fact that the only depot facilities provided at Glen Frazer consist of an old box car, part of which, about 4 by 10 feet, was used as a waiting room. The complaint was taken up with the Santa Fé Railway Company and arrangements were made to have a proper depot erected.

INABILITY TO SECURE "MILLING IN TRANSIT" RATES ON LUMBER.

I. C. No. 192.

December 2, 1911, the Brookings Lumber and Box Company of Highland complained to this Commission that they were unable to secure satisfactory rates from the Atchison, Topeka and Santa Fé Railway Company covering transportation of lumber from Highland, California. They wished a milling in transit rate. The Commission took the complaint up with the Atchison, Topeka and Santa Fé Railway Company, and after some correspondence we were advised by the Brookings Lumber

and Box Company that a satisfactory agreement had been reached with the Santa Fé, and the complaint was therefore withdrawn.

EXCESSIVE RATES ON OIL.

I. C. No. 193.

December 15, 1911, Mr. James E. O'Keefe, of San Diego, complained of the rate charged by the Atchison, Topeka and Santa Fé Railway Company for the transportation of oil, in carloads, from San Diego to Sorrento.

The Commission secured a reduction of the rate from \$1.50 per ton to \$1.25 per ton. This adjustment was satisfactory to complainant.

OVERCHARGES ON SHIPMENTS OF MEAL.

I. C. No. 194.

December 22, 1911, Henry Albers Company, of Los Angeles, wrote to this office with reference to the charges assessed by the Atchison, Topeka and Santa Fé Railway Company against a shipment of meal forwarded from Redondo Beach to Los Angeles.

Investigation developed the fact that the lawful rate was \$1.50 per ton, and the transportation company, because of an error, collected charges at the rate of \$2.00 per ton.

Refund was arranged on basis of lawful rate of \$1.50 per ton.

EXCESSIVE RATES ON BRICK.

I. C. No. 195.

Under date of December 23, 1911, Mr. W. D. Isenberg, of Carpinteria, California, complained of the rate charged for the transportation of brick, in carloads, from Los Angeles to Carpinteria.

The matter was taken up with the Southern Pacific Company, who admitted that the rate of \$2.00 per ton was unreasonably high, and it was arranged to have the rate reduced to \$1.50 per ton, also for the granting of a reparation refund of \$186.05.

EXCESSIVE RATES ON LUMBER AND WELL-BORING OUTFIT.

I. C. No. 196.

February 7, 1911, Mr. J. E. Wickham wrote to this Commission and complained that excessive charges had been assessed against carload of lumber and well-boring outfit forwarded via Southern Pacific Company from Oceano to McKittrick.

It was found upon investigation that the shipment had been wrongfully described as well-boring outfit, when the actual contents of the car were lumber, with but 1,500 pounds of well-boring outfit.

Arrangements were effected to have the lumber rate applied on the carload portion of the shipment and less carload rate given to the 1,500 pounds of well-boring outfit.

This classification showed an overcharge of \$115.99, which the Southern Pacific refunded to Mr. Wickham.

OVERCHARGES IN RATES USED BY ELECTRIC LINES.

I. C. No. 197.

Mr. Bert Campbell, November 16, 1911, in behalf of residents and property holders located at Lawndale, entered a complaint to this Commission alleging that the rates charged by the Pacific Electric Railway Company between Los Angeles and Lawndale were excessive. The complaint was taken up with the traffic manager of the Pacific Electric Railway, with the result that the round trip fare between Lawndale and Los Angeles was reduced from 45 cents to 40 cents and single fare between Vail and Hawthorne was changed from 10 cents to 5 cents. This satisfied the complaint, which was withdrawn.

OVERCHARGES IN TICKET RATES.

I. C. No. 198.

September 4, 1911, this Commission received a letter from A. J. Reed of San Francisco wherein he complained of the refusal of the Atchison, Topeka and Santa Fé Railway to refund for the unused portion of a ticket purchased from Burlington, Kansas, to San Francisco. Complainant was advised that the transaction was interstate, and adjustment must, therefore, be secured through the Interstate Commerce Commission, Washington, D. C.

Informal Complaints Against Carriers.

January 1, 1912, to June 30, 1912.

EXCESSIVE FREIGHT RATES.

I. C. No. 1.

Shaw Brothers, located at Raymond, complained to this Commission December 28, 1911, with reference to the charges being assessed for the transportation of rock from Knowles to Raymond. The lawful rate was 60 cents per ton, which was prohibitive. After some correspondence with the Southern Pacific Company, the Commission arranged to have this rate reduced to 25 cents per ton. This was satisfactory to complainant.

JOINT RATES WITH ATCHISON, TOPEKA AND SANTA FÉ RAILWAY COMPANY.

I. C. No. 2.

The Modesto Business Men's Association, Modesto, December 30, 1911, complained of the passenger and freight rates charged into Modesto via the Modesto and Empire Traction Company in connection with the Atchison, Topeka and Santa Fé Railway. This complaint was made formal as per Case No. 235, and the decision rendered in that case adjusted the matter.

EXCESS DEDUCTION FOR EXPRESS CHARGES.

I. C. No. 2½.

December 15, 1911, Henry Raabe, of Davis, complained of the express charges made by a San Francisco produce company against shipment of turkeys forwarded from Davis to San Francisco.

The Commission investigated the matter and found that \$7.17 had been deducted from returns for the transportation charges. This amount should have been \$1.15. Refund was secured for the difference, \$6.02, which was satisfactory to complainant.

EXCESSIVE PASSENGER FARES,

I. C. No. 3.

Mr. S. Wesley Martin filed a complaint against the Los Angeles Railway alleging excessive passenger rates between Los Angeles and Hawthorne, also claiming service was unsatisfactory and slow. Matter was taken up with the Los Angeles Railway Company, who declined to make any change informally. Complainant was advised of the situation and requested to make a formal complaint.

GRASS ON RIGHT OF WAY.

I. C. No. 5.

J. F. Tarble, San Gabriel, complained to this Commission, December 20, 1911, that the Southern Pacific Company permitted Johnson grass to grow on its right of way on the Duarte line in violation of chapter 476, page 876 of the Laws of 1907. The complaint was taken up with the Southern Pacific Company, who arranged for the removal of the grass, and promised to abate the nuisance.

RATES ON HAY.

I. C. No. 6.

Under date of January 3, 1912, the J. O. Bracken Company, San Francisco, filed complaint against the Southern Pacific Company, alleging excessive rates charged on shipments of hay moved from Hookston, Concord, Walnut Creek, and San Ramon to Melrose during the years 1907 and 1908. Since all of these claims were barred by the statute of limitations, the Commission could make no settlement in behalf of shippers.

RATES ON HAY.

I. C. No. 7.

Valley Feed Company, located at Nevada City, complained, under date of January 4, 1912, of the rates charged for the transportation of hay in carloads from Colfax to Grass Valley and Nevada City. Complaint was disposed of by securing from the Nevada County Narrow Gauge Railroad Company a reduction of rates. Rates from Colfax to Grass Valley were reduced from \$2.00 to \$1.50 per ton and from Colfax to Nevada City from \$2.50 to \$1.75 per ton.

RATES ON FLOUR.

I. C. No. 8.

A. H. Martin & Son, San José, as per their letter of June 4, 1912, complained of the rate of \$3.50 per ton charged on flour from San Miguel to San José. The Commission was unable to secure any reduction of this rate informally and requested complainants to file a formal complaint, which, however, was not done.

CHARGES FOR EMIGRANT MOVABLES.

I. C. No. 9.

A. W. Johnson, Caruthers, California, under date of January 3, 1912, complained of charges assessed against shipment of emigrant movables moved from Paularino to Caruthers. Freight bill was checked and amount found correct, as per lawful tariffs. Complainant so advised.

RATES ON HAY.

I. C. No. 10.

Buckley & Company complained June 5, 1912, of rates charged for the transportation of hay, carloads, from Hollister to Larkspur. Check of bills developed the fact that the rate as collected was lawful. The matter was taken up with the transportation companies and as a result of complaint, the transfer charge at San Francisco was reduced from 2½ cents per hundred pounds, carloads, to a flat rate of \$6.00 per car. This reduction did not affect the charges against hay shipments, but brought material reductions, however, to other and heavier commodities.

RATES ON COAL.

I. C. No. 11.

Denison L. Howard, Collinsville, in letter of January 10, 1912, complained of rates charged by the California Transportation Company on coal from Oakland to Collinsville. Complaint was taken up with the transportation company and it was finally decided to hold adjustment in abeyance until such time as all of the rates between the points in question were taken up for settlement.

RATES ON PEACH PITS.

I. C. No. 12.

George C. Tyler, Poway, March 4, 1912, forwarded to this Commission freight bills covering two shipments of peach pits moved from Dinuba to Escondido via the Atchison, Topeka and Santa Fé Railway Company. Charges were assessed at the rate of 91½ cents per hundred pounds. On investigation, it was found that the correct rate was 63 cents per hundred pounds, to which basis the Santa Fé adjusted charges.

REFUND FOR UNUSED TICKET.

I. C. No. 13.

W. A. Corey, Venice, reported that the Pacific Electric Railway Company refused to accept return portion of a ticket reading from Los Angeles to Venice and return, because return portion of ticket had expired. Complaint was taken up with the Pacific Electric Railway Company and satisfactory refund for the unused portion of the ticket was paid Mr. Corey.

RATES ON ALMONDS.

I. C. No. 14.

Maywood Packing Company, Corning, under date of January 19th, complained of the rate charged by the Southern Pacific Company on almonds, carloads, from Corning to Oakland Wharf. Tariff rate at the time of shipment was \$10.40 per ton. The complaint was taken up with the Southern Pacific Company and the Commission was successful in having the rate reduced from \$10.40 per ton to \$7.00 per ton; this adjustment was satisfactory to complainant.

OVERCHARGES ON LUMBER SHIPMENT.

I. C. No. 15.

Cloverdale Lumber Company advised January 25th that they had been charged rate of \$5.33½ per thousand feet against a less than carload shipment of lumber moved from Petaluma to Cloverdale via the Northwestern Pacific Railway. Investigation developed the fact that the correct rate was \$4.33½ per thousand feet, to which basis charges were adjusted by the transportation company.

IMPROPER STATION FACILITIES.

I. C. No. 16.

January 19, 1912, Mr. Henry Goosen and other citizens of Fairfield, Solano County, appeared before the Commission and entered an informal complaint against the Southern Pacific Company, alleging improper station facilities and train service at Fairfield. The matter was a subject of correspondence with the railroad company for some time in an effort to arrange an amicable adjustment, but nothing satisfactory was accomplished. Complainants entered a formal complaint, which is now known as No. 263.

DEMURRAGE CHARGES.

I. C. No. 17.

J. G. Ansley, Costa, under date of February 21st, complained of the demurrage charges assessed by the Atchison, Topeka and Santa Fé Railway against certain cars set in at Carl for loading and not used by Mr. Ansley. Sufficient facts were not obtained to complete the investigation. Mr. Ansley was furnished a copy of this Commission's rules and regulations governing demurrage charges and was advised as to proper procedure, but he took no further action in the matter.

RATE ON CEMENT.

I. C. No. 18.

January 4th, the Pacific Portland Cement Company complained of the rates charged by the Southern Pacific Company for handling a car of cement from Tolenas to Elmhurst. Charges were assessed on basis of \$1.25 per ton. It was found upon investigation that the correct rate was 75 cents per ton from Tolenas to Oakland, plus the switching charge of \$2.50 per car Oakland to Elmhurst. Southern Pacific Company made proper refund.

HAY AND GRAIN RATES.

I. C. No. 19.

In this case the Oakdale Milling Company of Oakdale wired the Commission January 28th, asking that a rate of 50 cents per ton be established on hay and grain in carloads from Oakdale to Arnold. The Sierra Railway Company maintained that their rate of 80 cents per ton was reasonable and declined to informally consider a reduction. Complainants were notified of the position taken by the railroad company and requested to file a formal complaint. They did not desire to do so and the matter was, therefore, closed.

RATES ON CEMENT.

I. C. No. 20.

The Riverside Portland Cement Company complained of the rates applied on cement in carloads from Colton and Riverside to San Pedro in connection with shipments forwarded from San Pedro by water to destination. At the time complaint was entered transportation companies had a rate of 75 cents per ton on cement from Colton and Riverside to San Pedro, which applied only to shipments destined to points outside of the State of California. The matter was taken up with interested railroad companies and the rate changed to read, "Applies only on traffic destined beyond San Pedro in connection with water craft." This satisfied the complainant.

CLAIM FOR DAMAGE IN TRANSIT.

I. C. No. 21.

Empire Foundry Company of Oakland presented to this Commission February 5th the papers in a claim against the Southern Pacific Company involving extra labor and loss of part of a shipment of coke forwarded from Oakland Long Wharf to Broadway Wharf, Oakland. It developed that because of a shortage of equipment, the Southern Pacific Company had the coke loaded in a hopper-bottom gondola car, from which it was impossible to shovel the coke. It, therefore, became necessary to switch the car to Kirkham street and dump the coke on the ground. This involved a longer haul on the part of the Empire Foundry Company. The Southern Pacific Company at first declined to adjust the claim, but after some correspondence they decided to make a settlement and paid to the Empire Foundry Company the sum of \$28.19. This adjusted the claim to the satisfaction of all concerned.

TRAIN PASSENGER FARES.

I. C. No. 22.

E. B. Root of Los Angeles complained that the Southern Pacific Company collected 10 cents in excess of regular passenger fare for a ticket from El Centro to Holtville because he had neglected to buy a ticket from the agent at El Centro. Mr. Root was advised that the excess collection was in conformity with tariffs on file with this Commission.

DEDUCTION FROM A RAILROAD EMPLOYEE'S SALARY

I. C. No. 23.

S. S. Hawkins complained to this Commission that the Southern Pacific Company had deducted \$42 from his salary because the charges against a shipment of household goods had been under-collected, it being claimed that he revised the way bill and should have collected this \$42 from consignee before shipment was delivered. The Commission notified the Southern Pacific Company that deducting the amount from employee's salary did not relieve them of collecting lawful freight rates and, after some correspondence with the general manager of the Southern Pacific Company, the Commission was advised that the company had taken legal proceedings against consignee of shipment and would therefore refund to Mr. Hawkins the \$42 deducted from his salary. This settled the matter to Mr. Hawkins' satisfaction.

INFORMATION AS TO FORMAL COMPLAINT.

I. C. No. 24.

H. Quigly, secretary of the El Dorado County Board of Trade, requested information regarding the checking of rates, also the mode of procedure to be followed in entering a formal complaint against freight rates. The necessary documents were forwarded to Mr. Quigly at Placerville, since which time nothing further has been heard with reference to the complaint.

RATE ON BRASS BEDS.

I. C. No. 25.

Jacobsen Furniture Company of Colusa wrote the Commission on February 14th with reference to a proposed change in transportation of brass beds and furniture forwarded by the Sacramento Transportation Company. The classification was explained to the complainant, and nothing further having been heard on the subject, the file was considered closed.

DISCRIMINATION IN ELECTRICITY AND GAS RATES.

I. C. No. 26.

Seth Hartley of San Diego addressed the Commission under date of February 14th with reference to discrimination in rates charged to stockholders and non-stockholders for electricity and gas in the city of Escondido. Complainant was advised that the power to fix the rates for gas and electricity used in Escondido was vested in the board of trustees of Escondido at the time, but if, after March 23, 1912, the city of Escondido has its regularly established rates for gas and electricity, and the gas and electric companies thereafter departing from those rates they would be subject to the penalties prescribed under Public Utilities Act for discriminations and for departures from the lawfully established rates.

FREIGHT OVERCHARGE.

I. C. No. 27.

Public Service Audit and Expert Company, San Francisco. February 10, 1912, this company, in behalf of its clients, The Crescent Mill and Lumber Company, questioned the reasonableness of the rates charged for lumber in carloads from the Little Main Street Wharf, San Francisco, to Elkton. The complaint was merged into formal complaint Case No. 267, and is still pending.

ESTIMATED WEIGHT CARLOAD GRAVEL.

I. C. No. 28.

F. E. Quail, Engineer of the Highway Maintenance Department, San Joaquin County, wrote the Commission from Stockton on February 16th, complaining of the estimated weight assessed against a carload of gravel moved from Windsor to Stockton. The matter was taken up with the Atchison, Topeka and Santa Fé Railway Company, who advised that they would arrange proper refund of any overcharges existing against the shipment.

EXCESSIVE CHARGE FOR INSTALLING METERS.

I. C. No. 29.

E. T. Shekell, San Gabriel, February 24, 1912, entered a complaint against the Cribb-Brodek Light and Water Company, alleging excessive charges for the installation of meters and also that the rate for water was about to be increased. Complainant was advised that the rates could not be increased without authority from this Commission. The entire matter is still under informal investigation.

FREIGHT RATE.

I. C. No. 30.

Perkins Grain and Milling Company addressed the Commission from Perkins, California, on February 12, 1912, with reference to the rate charged for shipments of grain moving from Sacramento to Perkins, which they claimed was 50 cents per ton on shipments originating at points located on other lines beyond Sacramento and only 25 cents per ton when shipments reached Sacramento via the Southern Pacific Company. It was found upon investigation that the correct proportional rate was 25 cents per ton on grain and grain products from Sacramento to Perkins, and applied on shipments originating at points beyond Sacramento.

Complainants were notified that the 25 cents per ton rate, Sacramento to Perkins, applied on all shipments originating at points beyond Sacramento, regardless of whether or not they reached Sacramento via the Southern Pacific Company.

RATE ON MILK.

I. C. No. 31.

Charles L. Adams, under date of January 24, 1912, wrote the Commission with reference to the rate on milk in 10-gallon cans by Wells, Fargo & Company Express from Secret to Reno.

Since the shipments moved interstate, the complaint was referred to the Interstate Commerce Commission for adjustment.

OVERCHARGE ON FREIGHT.

I. C. No. 32.

This has reference to the complaint of J. P. Onstott, Yuba City, dated February 19, 1912, wherein he called the Commission's attention to the fact that he had been overcharged \$11 on a carload of sheet steel from Marysville to Yuba City by the Northern Electric Railway Company.

It was found upon investigation that the car originated at Steubenville, Ohio, and that Mr. Onstott had ordered it forwarded from Marysville to Yuba City by the Southern Pacific Company instead of the Northern Electric Railway Company. The car reached Marysville via the Western Pacific and that company, after investigation, admitted that the shipment had been turned over to the Northern Electric by mistake. They therefore refunded to Mr. Onstott the \$11 overcharges which accrued because of wrong routing. This settled the complaint to Mr. Onstott's satisfaction.

RATE ON CORD WOOD.

I. C. No. 33.

H. C. Semple, Cloverdale, California, under date of February 15, 1912, complained to this Commission of the rates charged by the Northwestern Pacific Railway for transporting cord wood from Cloverdale to San Francisco.

The Northwestern Pacific Railway Company declined to informally make any adjustment in the rates charged and, as Mr. Semple did not desire to go to the trouble of entering a formal complaint against the railroad company, the adjustment of these rates has been held in abeyance until such time as the Commission undertook the investigation of all rates of that line.

INADEQUATE STATION FACILITIES.

I. C. No. 34.

On March 27, 1912, the Commission received a petition from people residing in the vicinity of Bowles, California, requesting that a depot be built and an agency established at Bowles.

Investigation developed the fact that a controversy existed between the people residing at Bowles and Oleander as to where the depot and agency should be established. The distance between Bowles and Oleander is three miles, Oleander being within seven miles of Fresno. The agency was for a long time maintained at Oleander, but some time ago the station building was destroyed by fire and was never rebuilt.

The complaint was finally adjusted by the Commission authorizing and instructing the Atchison, Topeka and Santa Fé Railway Company to erect a station and place an agent at Bowles.

EXCESSIVE FREIGHT RATES.

I. C. No. 35.

A. J. Paulson, Davis Creek, California, filed a complaint with the Commission under date of February 16, 1912, complaining of the rates charged for transportation of hay from Western Pacific transfer at Doyle to Davis Creek.

The complaint was taken up with the traffic manager of the Nevada-California-Oregon Railway, who maintained that the rates on hay between the points in question were reasonable and could not be reduced. Mr. Paulson was requested to file a formal complaint against the transportation company, but declined to do so and the case was therefore closed.

CATTLE KILLED ON RAILROAD RIGHT OF WAY.

I. C. No. 36.

Baxter Bros., Towle, California, complained February 23, 1912, that the Southern Pacific Company had killed some of their cattle and refused to pay for them.

The matter was taken up with the Southern Pacific Company, who claimed that they were not responsible for the killing of the animals for the reason that the stock did not enter the railroad company's right of way directly from any of the land controlled by the complainants. The Commission is seeking further information and still has the complaint under investigation.

DEMURRAGE CHARGES.

I. C. No. 37.

William Stone, La Jolla, wrote the Commission on February 21, 1912, with reference to demurrage charges assessed by the Los Angeles and San Diego Beach Railway Company against a car of household goods forwarded from Chicago to San Diego and rebilled from that point to La Jolla.

A check of the tariffs revealed the fact that the charges assessed by the Los Angeles and San Diego Beach Railway Company were lawful and correct and Mr. Stone was notified accordingly.

LIVE STOCK LAY-OVER IN TRANSIT.

I. C. No. 38.

The Grayson-Owen Company, Oakland, under date of February 17, 1912, wrote this Commission with reference to the extension of the lay-over privilege allowed live stock in transit from northern points to Stockyards and stopped at Willows to be placed in pasture for fattening purposes.

Tariffs provided that the cattle could be held at feeding points one year from date of unloading. The Commission advised Grayson-Owen Company that they did not have any objection to the extension of the stop-over privilege at Willows, provided the transportation company would grant the same concession to all shippers of cattle under the same circumstances.

SPUR TRACK.

I. C. No. 39.

Timothy Kilty, Santa Ana, February 23, 1912, complained of the fact that the Santa Fé Railway Company declined to build a spur track to the gravel pit from which he desired to load sand and gravel. Claimant was advised as to the method of procedure with reference to installation of spur track, and requested to furnish the Commission with further information with reference to the refusal of the transportation company to install the track. Said information was not forthcoming, and the case is still under consideration.

DEMURRAGE CHARGES.

I. C. No. 40.

Llewlyn J. Allen, San Diego, complained on February 24, 1912, of a demurrage charge, amounting to \$18, assessed against a carload of sand handled by the San Diego Southern Railway Company which was not unloaded within free demurrage limits.

It was found upon investigation that the charges had been correctly assessed as per Rule 12 of this Commission's Order No. 2, and complainant was notified accordingly.

EXCESSIVE SALT RATES.

I. C. No. 41.

Channel Commercial Company, San Luis Obispo, under date of February 26th, complained of a rate of \$5.00 per ton charged for the transportation of salt in carloads from San Francisco to San Luis Obispo. Complaint was taken up with the Southern Pacific Company, who was requested to publish a rate of \$3.00 per ton on salt from San Francisco to San Luis Obispo, which they did, thus satisfying the complaint.

PULLMAN BERTH ACCOMMODATIONS.

I. C. No. 42.

Leon Sweet wrote the Commission from Salt Lake City, February 26th, and made complaint against the Southern Pacific Company because of the fact that he was unable to secure satisfactory Pullman accommodations on the Overland Limited train leaving San Francisco for Salt Lake City February 24th. An investigation developed the fact that accommodations were not furnished because of a misunderstanding at one of the ticket agencies. Since the date of this complaint other arrangements have been made for the handling of Pullman accommodations through a central agency which will prevent trouble in the future.

FREIGHT TRANSFER CHARGES AT SAN DIEGO.

I. C. No. 43.

W. E. Brokaw, Pacific Beach, addressed this Commission February 28th with reference to a transfer charge assessed for transferring less carload shipments from the depot of the Santa Fé Railway to the Los Angeles and San Diego Beach Railway at San Diego. The complaint was taken up with interested transportation companies, who declined to establish through rates. The matter is being held in abeyance for adjustment at a future date.

FREIGHT RATES.

I. C. No. 44.

American Agricultural Chemical Company of Los Angeles, under date of February 29th, filed complaint against the Southern Pacific Company because of the charges assessed against a shipment of gypsum from Dodsworth to Fair Oaks Bridge. An investigation developed the fact that the charges as assessed were lawful and in conformity with the tariffs on file with this Commission. The complainant was so advised and the case closed.

CHARGE FOR MOTOR CYCLES.

I. C. No. 45.

San Francisco Motor Cycle Club entered complaint March 14th against the Southern Pacific Company and the Northwestern Pacific Railroad Company, protesting against the charge for carrying motor cycles between San Francisco and Oakland, and between San Francisco and Sausalito. Complainant was advised that the charge had been authorized by this Commission after hearing, at which time no protest was received, and was, therefore, the legal charge. The Commission suggested that if the Motor Cycle Club considered the charge unreasonable, that they file a formal complaint. No complaint was filed with the Commission and the matter has been dropped.

OVERCHARGES, SHIPMENTS OF BARLEY.

I. C. No. 46.

Vohmer & Perry, under date of March 1st, complained of the rate of \$1.50 per ton charged by the Southern Pacific Company on various cars of barley moved from Pleasanton and Ellis to San Francisco. The complaint was investigated and it was found that the correct rate against the shipments was \$1.15 per ton, to which basis overcharges were refunded.

EXCESSIVE FREIGHT RATE.

I. C. No. 47.

Butterway Bros., Cottonwood, wrote this Commission February 29th, complaining of the rate of \$3.75 per cord on wood from Antler to Marysville. After an investigation the Southern Pacific Company agreed to establish a rate of \$2.50 per cord on wood from Antler to Marysville. This satisfied the complainant.

CHILDREN'S TICKETS.

I. C. No. 48.

L. M. Winston, Redlands, under date of March 1st, complained to this Commission of the practice of the Pacific Electric Railway Company in selling reduced rate tickets to pupils attending public schools and denying the same privilege to other children attending private schools. The complaint was taken up with the Pacific Electric Railway Company, who advised that the situation complained of was created because of a misunderstanding on the part of one of their superintendents and that it had been adjusted to the satisfaction of all concerned.

FREIGHT RATE.

I. C. No. 49.

Southern California Drilling Company, March 9th, complained to this Commission of the charges assessed by the Atchison, Topeka and Santa Fé Railway Company for the transportation of a carload shipment of well-drilling outfit from Muroc to San Dimas. A check of the freight bill showed that the charges had been lawfully assessed and complainant was advised accordingly.

EXCURSION TICKETS.

I. C. No. 50.

Edward Ackley, Palo Alto, under date of March 3d, complained of the rate assessed by the Southern Pacific Company for the Sunday-to-Monday excursion ticket from San Francisco to Palo Alto and return. The complaint was taken up with the Southern Pacific Company, who advised that they considered the fares reasonable and declined to informally make any adjustment. Complainant was notified that it would be necessary to file a formal complaint, but advised that inasmuch as the subject of passenger fares to points on the Peninsula are about to be heard in another formal case, he would drop the matter for the present.

DELAY TO LIVE STOCK.

I. C. No. 51.

Walti, Schilling & Company, Santa Cruz, March 21st. The complaint alleged that a shipment of cattle in transit from Battle Mountain to Santa Cruz took eighteen hours for the movement from Tracy to San José, a distance of 59 miles. Southern Pacific Company admit the facts and explain that a mistake was made in placing the cattle in a local instead of a through train. Vigorous action has been taken to prevent further trouble of this kind.

FREIGHT RATES.

I. C. No. 52.

Pacific Coast Traffic Bureau, San Francisco, March 4th. Complaint alleged that the charges assessed against certain shipments of lime from Rincon to Mayfield were unreasonable because they exceeded a rate established subsequent to the date of shipment. The Commission advised complainant that formal complaint would be necessary if further action was desired.

EXCESSIVE FREIGHT RATE.

I. C. No. 53.

This file involves the complaint of Pacific Coast Traffic Bureau in behalf of their clients, C. Swanston & Son, who protested against a rate of \$2.60 per ton on tallow in carloads from Benicia to Sacramento.

The matter was taken up with the Southern Pacific Company, who agreed to establish a rate of \$1.00 per ton on tallow from Benicia to Sacramento to cover future shipments.

OVERCHARGE ON FREIGHT.

I. C. No. 54.

March 5, 1912, J. F. Lucey Company, Los Angeles, complained of the charge assessed against a shipment of boilers forwarded from Bakersfield to Ethel D. Siding, a point on the Sunset Railway. A check of the rates revealed an overcharge of \$3.73 against shipment in question. This amount was refunded and adjusted the matter to the satisfaction of complainant.

CLAIM FOR HOG KILLED BY TRAIN.

I. C. No. 55.

Floriston Commercial Company, San Francisco, May 27, 1912, called the attention of this Commission to the fact that the Southern Pacific Company refused to voucher their claim amounting to \$25 for the loss of a hog which was killed by a train of that company near Floriston. The Commission took the matter up with the Southern Pacific Company and after some correspondence that company agreed to pay the claim in full.

EXCESSIVE FREIGHT RATE.

I. C. No. 56.

March 4, 1912, Elliott-McVey Company, Selma, complained because of the rate of \$6.11 per ton charged against a carload shipment of dried figs forwarded from Selma to San Francisco for transportation to New York. The Southern Pacific claim that the interstate rate of \$6.11 should apply against the shipment instead of intrastate rate of \$4.90 per ton. Complainants were advised that the lawful rate was \$4.90 per ton, to which basis adjustment was made.

FREIGHT RATE.

I. C. No. 57.

M. Howells, of Lemoore, March 6, 1912, complained of the rate of \$3.95 per ton on coal, carloads, San Francisco to Lemoore. Complainant was advised that the rates would be taken care of in the San Joaquin Valley Rate Case, which at the time was under consideration.

FREIGHT RATE.

I. C. No. 58.

March 14, 1912, Sperry Flour Company, San Francisco, brought into question the rate on flour in carloads from Stockton to Opal. Since this rate is involved in long and short haul Case No. 214, it will be disposed of when a decision is rendered in that case.

RATE ON LUMBER.

I. C. No. 59.

March 21st, A. F. Stevens, Healdsburg, protested against rate of \$4.00 per thousand feet on lumber, in carload lots, from Willits to Healdsburg. Matter was taken up with Northwestern Pacific Railway and they maintain that the rate as charged was reasonable and declined to informally reduce the same. Mr. Stevens was advised to file a formal complaint if he desired the Commission to proceed at once; otherwise the complaint would be considered when all rates of this company were investigated.

GRADE CROSSING.

I. C. No. 60.

This petition, dated Fresno, March 11, 1912, was presented to this Commission by a committee of which F. H. Mann was chairman, with reference to a street car line being extended over tracks of the Southern Pacific Company at Olive avenue in the city of Fresno. Complainants were advised that the transportation company would have to secure permission from this Commission before a grade crossing could be constructed, and that the complaint would be given proper attention should application be made to the Commission.

PASSENGER FARES.

I. C. No. 61.

May 3d the Long Beach Chamber of Commerce complained against rates charged for twenty-ride commutation books between Long Beach and Gaspur, and fifty-two-ride commutation books between Long Beach and East Wilmington; also against the present transfer arrangement in connection with these tickets. Effective June 26th the single fare between Long Beach and Gaspur was reduced to five cents. This adjusts the complaint as to the Gaspur rates.

The question of transfer arrangements and the commutation rates between Long Beach and East Wilmington are still under investigation.

DEMURRAGE CHARGES.

I. C. No. 62.

M. Davidson, Stockton, March 14, 1912. This complaint involves demurrage charges amounting to \$189.00, collected against 8 cars of scrap iron forwarded from San Francisco to Stockton by the Western Pacific Railway. Investigation developed the fact that the demurrage accrued because the Western Pacific Railway was unable to install a spur track into claimant's material yard upon the date promised. It was clearly apparent that the charges accumulated because of the failure of the railway company to install spur track. The Commission authorized the refunding of the amount of \$189 to Mr. Davidson.

DELAY TO FREIGHT.

I. C. No. 63.

Frank Campbell, East Gridley, complained of delay in forwarding shipment of trees from Lincoln to Gridley. Investigation developed the fact that the shipment was made on Saturday and as there was no way freight on Sunday it could not be moved until the following Monday. There was no unusual or unnecessary delay and complainant was so notified.

ROUTING OF FREIGHT.

I. C. No. 64.

March 19, 1912, Julius Heyman Company, San Francisco, claimed an overcharge of \$28.12 against a shipment of lumber forwarded from Clio via Western Pacific, destined Los Angeles. After investigation, it was found that the alleged overcharges accrued because of wrong routing, and as the carriers simply followed the routing given by the shippers, they were not at fault in the matter and complainant was advised no reparation could be granted.

LOST EXPRESS PACKAGE.

I. C. No. 65.

March 18, 1912, Doolittle & Morrison, San Diego, made reference to a claim against Wells, Fargo & Company Express for the loss of a package forwarded from El Centro to San Diego. The claim is still the subject of correspondence between the Commission and interested parties.

STEAMSHIP TRANSPORTATION.

I. C. No. 65½.

Under date of March 26, 1912, R. H. Platt, Vacaville, advised this Commission that a Mr. Medina had purchased prepaid transportation from Gibraltar to New York City via the North German Lloyd Steamship Company's line, paying therefor the sum of \$80.

Because of Spanish law prohibiting immigration of male persons, the transportation could not be used, and the steamship company would only refund the sum of \$62, claiming that the other \$18 was for agent's commission and cancellation fees. While the Commission had no jurisdiction over this transaction, the matter was taken up with the steamship company and an additional refund of \$8.00 secured. Claim is still a matter of correspondence and an effort is being made to secure refund of the \$10 retained as agent's fee for selling the ticket, on the ground that selling agent is entitled to no commission on a ticket which could not be used.

EXCESSIVE FREIGHT RATE.

I. C. No. 66.

March 19, 1912, G. J. Bradley, Sacramento, requested the Commission to arrange for the application of fourth class rate on asphaltum when shipped in five-gallon tins provided with solid wooden tops. After considerable correspondence with the Southern Pacific Company, Atchison, Topeka and Santa Fé, and Western Pacific railways, a ruling was finally secured through them from the Western Classification Committee which authorized fourth class rate on this commodity.

EXCESSIVE FREIGHT RATE.

I. C. No. 67.

Stockton Fire and Enamel Brick Company, Stockton, March 20, 1912, complained of the rate of \$1.25 per ton charged for common clay in carloads moved via the Southern Pacific Company from Ahart and Lincoln to Hislop. The Commission informally secured a reduction of this rate to 90 cents per ton and the case was closed to the satisfaction of the complainant.

EXCESSIVE FREIGHT RATE.

I. C. No. 68.

April 2, 1912, A. W. Miller, of San Francisco, complained of the rate of 51 cents per hundred pounds on coal less than carloads from San Francisco to Hanford. At the time this complaint was entered, the Commission was considering evidence in the San Joaquin Valley case involving these rates, and when a decision was finally rendered in that case, the rate complained of was reduced from 51 to 39 cents per hundred pounds.

RATES ON FENCE POSTS.

I. C. No. 70.

March 26, 1912, Corcoran Lumber Company complained against rate of \$5.30 per ton charged for the transportation of fence posts in carloads from Boulder Creek and Felton to Corcoran. The Commission secured a reduction of this rate to \$5.10 per ton, which was satisfactory to the Corcoran Lumber Company.

WELLS, FARGO & COMPANY EXPRESS RULES FOR C. O. D. PACKAGES.

I. C. No. 72.

March 26, 1912, R. B. Daggett & Company, San Francisco, questioned the mode of procedure followed by Wells, Fargo & Company Express in the handling of remittances secured for the delivery of C. O. D. packages. Complainant was advised that the Commission at the present time was investigating all of the rates, rules, regulations of Wells, Fargo & Company Express, and would properly adjust this complaint when it renders a decision in the case now under consideration.

REPARATION REFUND.

I. C. No. 74.

March 30, 1912, Valley Smudging Company, Rialto, requested reparation in the sum of \$271.18 against the Atchison, Topeka and Santa Fé Railway Company on shipments of shavings moved from San Pedro to Rialto. At the time the shipments moved, rate was \$3.00 per ton, but was shortly afterward reduced to \$2.00 per ton. Since the Atchison, Topeka and Santa Fé Railway Company joined in request for permission to make reparation on basis of the rate of \$2.00 per ton, subsequently established, an order was issued permitting payment of the claim in the above amount.

OVERCHARGE ON FREIGHT.

I. C. No. 76.

April 2, 1912, Southern California Drilling Company, Los Angeles, complained against rate of \$8.90 per ton charged by the Southern Pacific Company on carload shipment of portable well-boring outfit forwarded from McKittrick to Tehachapi. A check of tariff develops the fact that the freight rate was \$8.20 per ton, to which basis the Southern Pacific was instructed to adjust the claim.

REPARATION REFUND.

I. C. No. 79.

Rialto Orange Company, Rialto, April 5, 1912. This complaint involved the charges assessed against fourteen cars of smudging shavings forwarded from Redondo and Hermosa to San Bernardino. The rate was claimed to be excessive and, after investigation, the Commission permitted application of a lower rate previously established and granted reparation amounting to \$192.16.

EXCESSIVE FREIGHT RATES.

I. C. No. 81.

April 6th, J. O. Bracken Company, San Francisco, in behalf of a number of hay and grain firms, entered a complaint against the charges assessed against carload shipments of hay and grain moving from points west of Tracy to San Francisco. The Commission was unable to secure informal adjustment, and complainants were notified to file formal complaint against the Southern Pacific Company, if the matter was to be gone into further, which was done. See Case 228.

CAR LOAD WEIGHTS.

I. C. No. 82.

April 4th F. Daken, San Gabriel, stated that the Southern Pacific Company had assessed charges on track scale weights, which were not correct, claim being made that they were greatly in excess of actual invoice weights. The matter was investigated and the Southern Pacific Company arranged a settlement satisfactory to complainant.

DELAY TO PASSENGERS AT TRACY.

I. C. No. 83.

April 8th W. J. Bennett, San José, wrote the Commission complaining of delay at Tracy to passengers leaving San José for Fresno and connecting at that point. It was claimed that connecting trains were not held at Tracy, and passengers from San José reaching that point a few minutes late had to wait for the following train. The Southern Pacific Company advised that it would arrange to have trains held at Tracy at least fifteen minutes for connecting trains.

INTERSTATE FREIGHT RATES.

I. C. No. 84.

April 9th, Verdi Lumber Company, Verdi, Nevada, complained of a rate charged by Western Pacific Railway Company in transporting lumber from Loyalton to

Lovelock, Nevada. Since the complaint involved an interstate shipment, this Commission had no jurisdiction and suggested that the matter be referred to the Interstate Commerce Commission, Washington, D. C.

ROUND TRIP TICKET.

I. C. No. 85.

April 9th, George L. Hoxie, Los Angeles, complained of the fact that a conductor of the Pacific Electric Railway Company refused to accept at Valla Station the return portion of the round-trip ticket sold to Whittier. Investigation developed the fact that the ticket was not good from Valla Station, and, therefore, conductor could not accept it.

EXCESSIVE FREIGHT RATE.

I. C. No. 86.

April 4, 1912, the Pacific Portland Cement Company complained of the rate of \$3.55 per ton charged for the transportation of lime rock from Tolenas to Madera. The Southern Pacific Company admitted rate was excessive, and published a rate of \$1.55 per ton from Tolenas to Madera, to which basis reparation was awarded on the shipments complained of.

INTERSTATE RATE.

I. C. No. 87.

March 29th Bell-Mulhern Company, Marysville, complained of the rate charged on a carload shipment of onions forwarded via the Southern Pacific Company from Vista, Nevada, to Los Angeles. This firm was advised that because of the fact that the shipment was interstate, this Commission had no jurisdiction and settlement would have to be secured through the Interstate Commerce Commission, Washington, D. C.

INTERSTATE BAGGAGE.

I. C. No. 88.

March 26th W. A. Huppuch, Albany, New York, complained that a baggage-man of the Southern Pacific Company in San Francisco declined to check baggage from San Francisco to Hudson Falls, New York, because of the fact that tickets covered transportation from San Francisco to Albany only, and that the balance of the journey was on a mileage book. On investigation, it was found that under the rules and regulations baggage could not properly be checked beyond Albany on the transportation presented and complainant was notified accordingly.

DELAY TO AUTOMOBILES AT SAUSALITO.

I. C. No. 90.

April 4th G. W. Morehouse, San Francisco, complained against the Northwestern Pacific Railroad Company, alleging that he was required to wait from 9 p. m. until 11.20 p. m. before he was able to secure a boat to take his automobile from Sausalito to San Francisco. It was found upon investigation that the passenger boats between Sausalito and San Francisco are only permitted to carry four automobiles on each trip. The transportation company has made arrangements for furnishing special boats for automobiles when necessary in the future and this will probably prevent further complaint.

EXCESSIVE FREIGHT RATE.

I. C. No. 90½.

April 2d the Central California Canneries, San Francisco, complained of the charges assessed against a carload of canned goods forwarded from Visalia to Oakland Long Wharf, in care of a steamship company, with final destination Portland, Oregon. Charges were collected at rate of \$8.70 per ton, this being the interstate rate. The Commission ruled that as far as the movement Visalia to

Oakland Wharf was concerned, the shipment was intrastate, and, therefore, entitled to the local rate of \$5.50 per ton, to which figure charges were adjusted.

RATES ON BRICK.

I. C. No. 91.

March 29th Pureclay Brick and Tile Company, San Francisco, entered complaint against the charges assessed by the Northwestern Pacific Railroad Company for transporting brick from Hilton to San Francisco, Healdsburg and Ukiah. The complaint was taken up with the railroad company with a view to informally adjusting the same, but without results, and as the complainant declined to enter a formal complaint at the present time, the matter is held in abeyance for future consideration.

CANCELLATION OF RATE ON SULPHURIC ACID.

I. C. No. 92.

The Mountain Copper Company, May 14th, protested against the cancellation of a rate of \$3.50 per ton on sulphuric acid originating at Point Lewis and destined to points east of Los Angeles. After considerable correspondence, the complaint was adjusted by permitting the cancellation of the through rate to points east of Los Angeles and establishing in lieu thereof satisfactory local rates from Los Angeles to the points complained of.

FREIGHT RATES.

I. C. No. 93.

George E. Dow Pump and Engine Company, San Francisco, April 15th. This firm complained of charges assessed against carload shipments of coke moved from Howard's Wharf, Oakland, to Alameda. It was found upon investigation that the charges assessed were lawful at the time shipments moved and that no reduction could be secured in favor of the shipments included in complaint.

EXCESSIVE FREIGHT RATE.

I. C. No. 94.

H. W. Meek Estate, Oakland, California, April 15th. This firm was charged the rate of 70 cents per ton on a carload shipment of cobble stones moved via the Southern Pacific Company from Niles to Hayward. The complaint was adjusted by authorizing the application of a rate of 25 cents per ton against the shipment.

FREIGHT RATE.

I. C. No. 95.

April 15, 1912, Pacific Coast Traffic Bureau, San Francisco, on behalf of their client, Trinity Gold Mining and Reduction Company, asked that the rate of \$3.10 per ton be applied on two carload shipments of tank material forwarded from Cornwall to Delta in July, 1910, upon which the Southern Pacific Company assessed a rate of \$7.60 per ton. The rate complainants requested be applied to the shipments was shown in tariff as applying only from San Francisco to Weed and did not apply to intermediate points. Adjustment of this claim was taken up with the Southern Pacific Company and is still a matter of correspondence.

OVERCHARGE COMMUTATION TICKETS.

I. C. No. 97.

April 15th. Lee W. Bleyer, Durham, advised that because of a misunderstanding on the part of the agent of the Northern Electric Railway at Durham complainant had been overcharged to the extent of \$9.00 covering three commutation tickets purchased between Durham and Chico. Investigation developed the fact that Mr. Bleyer had been sold family commutation tickets instead of individual monthly commutation tickets, and the Northern Electric Railway Company refunded the overcharge of \$9.00.

SWITCHING LESS THAN CARLOAD FREIGHT.

I. C. No. 98.

March 23d, Yuba Construction Company, San Francisco, complained because the Southern Pacific Company refused to handle less than carload shipments of machinery from the firm's industry track at Marysville. There is no tariff in effect authorizing the handling of less than carload shipments between industry track of the Yuba Construction Company at Marysville and the yards of the Southern Pacific Company at that point. The Southern Pacific Company was unwilling to establish a less than carload rate and complainant was notified to file a formal complaint, which up to this time has not been done.

FREIGHT RATES.

I. C. No. 101.

April 17th, Southern California Canning Company complained to the Commission of the rates being charged on green fruit from Beaumont, Banning, and Hemet to Ontario and requested that joint rates be established from points on the Southern Pacific and the Atchison, Topeka and Santa Fé to Ontario in connection with San Pedro, Los Angeles and Salt Lake Line. The matter was taken up with the transportation companies and is still a matter of correspondence.

INADEQUATE STATION FACILITIES.

I. C. No. 103.

April 19th, S. M. Thornburg, McFarland, on behalf of the citizens in the vicinity of McFarland, urged that action be taken to establish a depot and agency at that point. The complaint was taken up with the Southern Pacific Company and after considerable correspondence, the Southern Pacific agreed to erect a depot and place an agent at McFarland. This satisfied the complainants.

FREIGHT RATES.

I. C. No. 104.

May 9, 1912, Balfour, Guthrie & Company complained of the rate of \$1.80 per ton assessed against shipments of grain forwarded from Livermore to Port Costa during the years 1909 and 1910, and requested that the rate of \$1.00 per ton subsequently established be applied to the shipments. Complainants were notified that all of the shipments moved during the year 1909 and part of those in the year 1910 were barred by the statute of limitations and that as the Southern Pacific Company declined to informally grant reparation against the shipments moved in 1910, it would be necessary for the firm to file a formal complaint. This, however, was not done.

TRANSFER OF SULPHUR.

I. C. No. 105.

April 29th, Crown Columbia Paper Company, San Francisco, advised the Commission that the transportation companies bringing sulphur from the Orient had issued instructions that only parties designated by themselves would be allowed to transfer the sulphur from the vessels to the cars of the railroad company. It was found, upon investigation, that there was a misunderstanding, and that no restrictions had been placed upon the method of transferring sulphur shipments. The complaint was therefore withdrawn.

EXPRESS CHARGES.

I. C. No. 106.

April 18th, Square Deal Creamery Company, Loyalton, California, advised that they were being overcharged by the Globe Express Company on shipments of butter forwarded from Loyalton to Sacramento. It was found, upon investigation, that a rate of \$1.75 per hundred pounds was being charged, when the proper rate was \$1.60 per hundred pounds. During the time this claim was being investigated, the rate on

butter from Loyalton to Sacramento was reduced to \$1.50 per hundred pounds, and the Globe Express Company conceded the unreasonableness of rate charged and refunded overcharges to the basis of \$1.50 per hundred pounds on all shipments involved in this complaint. This settlement was satisfactory to complainant.

FREIGHT RATES.

I. C. No. 111.

April 23d, Santa Cruz Rochdale Company, Santa Cruz, wrote the Commission and complains of the class rates being charged by the Ocean Shore Railroad Company between Santa Cruz and Swanton. The subject was taken up with the president of the Ocean Shore Railroad Company, but it was shown conclusively that at the present time the Ocean Shore was barely making expenses on the Santa Cruz part of the system and that therefore rates could not be reduced. Complainant was notified that if they desired to continue the matter further it would be in order to file a formal complaint. This was not done, hence the matter was dropped.

ELECTRIC LIGHT RATES.

I. C. No. 112.

April 25th, Andrew McNamar, Cottonwood, California, alleged that the Northern California Power Company had almost doubled the rates charged for lights furnished at Cottonwood prior to October 10, 1911. Complainant was advised that no public utility had the right to collect any rates in excess of those which were in effect as of October 10, 1911, without having first secured from this Commission permission to increase rates. Attention was also called to this Commission's General Orders Nos. 15 and 17, which instructed public utilities to refund charges collected in excess of the rates in effect prior to October 10, 1911. This adjusted the complaint satisfactorily.

STAGE FARES.

I. C. No. 114.

May 15th, R. D. Dorris, Forest, California, filed a complaint alleging that the charges assessed by the Marysville-Camptownville Stage Company were excessive and discriminatory. The Commission has no jurisdiction over the local rates of stage lines unless such rates are part of a through or joint rate, and as the rates complained of were entirely local, the Commission advised Mr. Dorris that it could not assist him in the premises.

FLOUR RATES.

I. C. No. 115.

April 22, 1912, George H. MacGruger, Yuba City, entered a complaint against the rates charged by the Southern Pacific Company for transporting flour from Marysville to Orland and other points, as compared with rates on same commodity to same points from Sacramento. These rates are still a subject of correspondence and the Commission is endeavoring to secure an informal adjustment.

INTERSTATE RATES.

I. C. No. 116.

H. F. Woehl, Turlock, complained that the charges assessed against a shipment of household goods moved from Detroit to Turlock were excessive. This being an interstate transaction, Mr. Woehl was requested to take his complaint up with the Interstate Commerce Commission, Washington, D. C.

INSUFFICIENT TICKET SELLERS.

I. C. No. 117.

Complaint was made to this office, April 17th, that the ticket office of the Peninsular Railroad at Palo Alto was not open early enough to permit certain passengers to purchase round-trip tickets. They were therefore compelled to board

the interurban cars without such tickets, and as a result were required to pay the conductor the single-trip fare going in both directions, which resulted in a considerable overcharge. The complaint was taken up with the Peninsular and Southern Pacific Company and they advised that in order to avoid a recurrence of the trouble that they had employed a second ticket clerk to be on duty during the rush hours.

EXCESSIVE FREIGHT RATES.

I. C. No. 118.

Oakland Chamber of Commerce, April 24th. This complaint is based on the fact that rates to East Oakland were in many instances in excess of the rates charged to Oakland, Kirkham street. The particular shipment under discussion involved a consignment of white lead forwarded from Selby to East Oakland, upon which the charges were assessed at the rate of 9 cents per hundred pounds; whereas, had the shipment been consigned to Kirkham street, Oakland, the rate would have been but 6 cents per hundred pounds. The Southern Pacific Company, upon request from this office, published the same rates from Selby to East Oakland as applied from Selby to Kirkham street, Oakland, thus complying with terms of franchise. These rates became effective May 27, 1912. It was also arranged to have all other tariffs corrected accordingly at the earliest possible date; that is, providing uniform freight rates for all stations located within the corporate limits of the city of Oakland.

FREIGHT RATES.

I. C. No. 119.

April 29th, C. A. Hooper & Company of San Francisco complained of the charges assessed by the Southern Pacific Company against shipments of palms forwarded from Cornwall to Alameda. It was found upon investigation that the rates assessed by the Southern Pacific Company were as per lawful tariffs and complainants were instructed accordingly.

PULLMAN SLEEPING CAR SERVICE.

I. C. No. 121.

April 22d, Brawley Chamber of Commerce, Brawley, called the attention of this Commission to the fact that the Pullman service between points in the Imperial Valley and Los Angeles was unsatisfactory. It was claimed that there was but one Pullman sleeper operating between Imperial Valley points and Los Angeles. That this sleeper was almost always overcrowded and that the car, instead of being placed on the rear of trains at Imperial Junction, was put in front of the day coaches. The Commission took the matter up with the Southern Pacific Company and arranged with them for a second Pullman sleeper between the points under discussion, and it was also arranged to have the Pullman cars placed on the rear end of the trains.

STEAMSHIP TICKETS.

I. C. No. 122.

April 17, 1912, E. D. Arian, San Diego, California, complained of the treatment he received from the Pacific Navigation Company. The facts, as stated, are as follows: The gentleman intended to go from San Pedro to San Diego, but on arrival at the dock at San Pedro he had only several minutes before the steamer sailed, and one of the steamship company's employees took his grips aboard the steamer and he followed, supposing the boat was destined to San Diego. After the steamer got under way he found it was bound for San Francisco instead of San Diego. The purser of the vessel sold him a ticket from East San Pedro to San Francisco and return and a single-trip ticket from San Pedro to San Diego, assuring him that, should he not desire to return by steamer, the unused tickets would be promptly redeemed. After some correspondence with the Pacific Navigation Company, Mr. Arian was advised that that company refused to make informal adjustment, and as the Commission had not taken jurisdiction over ocean carriers,

it would be necessary for him to effect a settlement with that company through the courts.

SWITCHING CHARGES.

I. C. No. 123.

Golden Gate Brick Company, San Francisco, April 29th. This complaint involved switching charges assessed by the Western Pacific Railway for handling cars loaded at Sand Pit to the transfer tracks of the Southern Pacific Company at Marysville. The charge is \$5.00 per car when shipments are destined to non-competitive points. Complainant maintains that the rate of \$1.50 per car assessed on cars going to competitive points should be applied on all shipments. The complaint was taken up informally with the Western Pacific Railway Company, who advised that there was a reciprocal interchange arrangement in effect which gives to the originating company an arbitrary portion of the main line revenue in addition to \$1.50 per car on competitive traffic, and that they could not afford to handle non-competitive traffic at the \$1.50 per car rate. Complainant was advised that if it desired to bring the matter to an issue, it would be necessary to file a formal complaint, which had not been done to date.

SUBURBAN PASSENGER FARES.

I. C. No. 125.

W. A. Carroll, San Francisco, April 30th. This complaint alleged that the San Francisco-Oakland Terminal Railways discriminate against commuters residing in the city of Oakland. It was shown that the railway company granted free transfer privileges to people located in certain parts of the city where there is competition with the Southern Pacific Company, and denied the same privilege to commuters who pay the same amount but are located in other districts. After lengthy correspondence with the San Francisco-Oakland Terminal Railways, the Commission advised complainant that no informal adjustment could be secured and that it would be necessary for the commuters to file a formal complaint against the Terminal Railways if they desired to bring the question to an issue. The formal complaint has not yet been filed, although the Commission has been advised that the same will be forwarded to this office.

PASSENGER FARES.

I. C. No. 126.

Santa Clara Commercial League, Santa Clara, California, April 30th. This complaint involved passenger rates charged from Santa Clara to San Francisco and from Santa Clara to points south of San José, it being claimed that Santa Clara was discriminated against in certain passenger fares. The subject was taken up with the Southern Pacific Company, who strongly maintained that the rates they were charging from Santa Clara were reasonable and just and declined to informally make any changes. Complainant was requested to file a formal complaint in accordance with this Commission's Rules of Practice and Procedure. This was not done, and the file was closed.

FREIGHT RATES.

I. C. No. 128.

May 2, 1912, Geo. E. Dow Pumping Engine Company, San Francisco, complained of the freight charges assessed by the Southern Pacific Company for transporting various shipments of pumps, etc., from Alameda to San Francisco during the year 1911. The charges as collected by the Southern Pacific Company were found to be correct and lawful as per tariffs on file with this Commission, and complainants were notified accordingly.

GAS RATES.

I. C. No. 129.

This case involved complaint of some twenty-five consumers of gas residing just outside of the city of San Bernardino, whose rate was \$1.00 per 1,000 feet and was increased to \$1.25 per 1,000 feet in February, 1912. The increase was not authorized by this Commission and was, therefore, unlawful. All charges collected in excess of \$1.00 per 1,000 feet were ordered refunded to the consumers, and the rates ordered restored.

EXCESSIVE FREIGHT RATES.

I. C. No. 131.

April 15, 1912, Pacific Lime and Plaster Company, San Francisco, protested against the rate charged on crushed lime rock from Oakdale to Dixon. Prior to April 1, 1912, the rate on crushed lime rock from Oakdale to Dixon was \$.90 per ton, but on April 1st it was increased to \$1.15 per ton. The Commission took the complaint up with the Southern Pacific Company and instructed them to change the rate back to \$.90, which was done.

EXCESSIVE FREIGHT CHARGES.

I. C. No. 132.

March 29, 1912, Verdi Lumber Company, Verdi, Nevada, claimed that the rates charged on lumber from Star to Boca were unreasonable. The Commission requested complainants to file a formal complaint as per form prescribed by this Commission, in order that the rate situation might be investigated.

FREIGHT RATES.

I. C. No. 133.

April 15, 1912, United Wholesale Grocery Company, Los Angeles, California, claimed they were being overcharged on shipments of beans from Los Alamos to Los Angeles. Rates as charged by the transportation companies were checked, and it was found that the charges were correctly assessed against the shipments mentioned in complaint. Claimants were advised accordingly.

INTERSTATE RATES.

I. C. No. 135.

April 28, 1912, M. J. Callahan, St. Joseph, Missouri, complained of charges assessed against a shipment of household goods forwarded from Summit, New Jersey, to Ventura, California, and reshipped from Ventura to St. Joseph, Missouri. Complainant was advised that since the shipment moved interstate, this Commission had no jurisdiction, and to take the matter up with the Interstate Commerce Commission at Washington, D. C.

COMMODITY RATES, SAN JOAQUIN VALLEY.

I. C. No. 139.

March, 1912, complaint was made concerning carload commodity rates on beans, canned goods, soap, sugar, syrup and vinegar from San Francisco and Los Angeles to points in the San Joaquin Valley. The Commission arranged informal adjustment of these rates, bringing about reductions mentioned on following page. These reductions affect practically all points in the San Joaquin Valley, but, for convenience, the statement is limited to some of the more important points.

Readjustment of Commodity Rates into San Joaquin Valley on Informal Complaint.

		Class rates in cents per ton of 2,000 pounds.											
From	To	Beans, carloads.		Canned goods, carloads.		Soap, carloads.		Sugar, carloads.		Syrup, carloads.		Vinegar, carloads.	
		Old rate.	New rate.*	Old rate.	New rate.*	Old rate.	New rate.*	Old rate.	New rate.*	Old rate.	New rate.*	Old rate.	New rate.*
Los Angeles..	Merced -----	\$3.10	\$7.40	\$3.10	\$7.40	\$3.10	\$7.40	\$3.10	\$6.90	\$3.10	\$7.40	\$3.10	\$7.40
	Fresno -----	8.00	7.90	8.60	7.90	8.60	7.90	8.60	7.40	8.60	7.90	8.60	7.90
	Hanford -----	8.20	7.50	8.20	7.50	8.20	7.50	8.20	7.00	8.20	7.50	8.20	7.50
	Visalia -----	8.20	7.50	8.20	7.50	8.20	7.50	8.20	7.00	8.20	7.50	8.20	7.50
	Porterville -----	8.00	7.30	8.00	7.30	8.00	7.30	8.00	6.80	8.00	7.30	8.00	7.30
	Tulare -----	8.00	7.30	8.00	7.30	8.00	7.30	8.00	6.80	8.00	7.30	8.00	7.30
Stockton -----	Bakersfield -----	7.20	6.50	7.20	6.50	7.20	6.50	7.20	6.00	7.20	6.50	7.20	6.50
	Merced -----	\$3.00	\$2.50	\$3.00	\$2.50	\$3.00	\$2.50	-----	-----	\$3.00	\$2.50	\$3.00	\$2.50
	Fresno -----	5.00	4.50	5.00	4.50	5.00	4.50	\$5.00	\$5.00	5.00	4.50	5.00	4.50
	Hanford -----	6.00	5.30	6.00	5.30	6.00	5.30	6.00	5.00	6.00	5.30	6.00	5.30
	Visalia -----	6.40	5.70	6.40	5.70	6.40	5.70	6.40	5.20	6.40	5.70	6.40	5.70
	Porterville -----	7.00	6.30	7.00	6.30	7.00	6.30	7.00	5.80	7.00	6.30	7.00	6.30
Sacramento San Francisco San Jose	Tulare -----	6.40	5.70	6.40	5.70	6.40	5.70	6.40	5.20	6.40	5.70	6.40	5.70
	Bakersfield -----	7.60	6.90	7.60	6.90	7.60	6.90	7.60	6.40	7.60	6.90	7.60	6.90
	Merced -----	\$4.20	\$3.50	\$4.20	\$3.50	\$4.20	\$3.50	-----	-----	\$4.20	\$3.50	\$4.20	\$3.50
	Fresno -----	6.20	5.50	6.20	5.50	6.20	5.50	\$6.20	\$5.00	6.20	5.50	6.20	5.50
	Hanford -----	7.00	6.30	7.00	6.30	7.00	6.30	7.00	5.80	7.00	6.30	7.00	6.30
	Visalia -----	7.40	6.70	7.40	6.70	7.40	6.70	7.40	6.20	7.40	6.70	7.40	6.70
San Jose	Porterville -----	8.00	7.30	8.00	7.30	8.00	7.30	8.00	6.80	8.00	7.30	8.00	7.30
	Tulare -----	7.40	6.70	7.40	6.70	7.40	6.70	7.40	6.20	7.40	6.70	7.40	6.70
	Bakersfield -----	8.40	7.70	8.40	7.70	8.40	7.70	8.40	7.20	8.40	7.70	8.40	7.70

*Effective July 24, 1912.

EXCESSIVE FREIGHT RATES.

I. C. No. 139½.

May 4, 1912, Charles L. Donohoe, Willows, complained of the rates on ice in carloads from Willows to Arbuckle, Maxwell, Germantown, Orland, Corning, and Woodland. The complaint was taken up with the Southern Pacific Company and the following reductions in the rates on ice, carloads, were arranged, same to become effective July 15, 1912:

Willows to Arbuckle -----	\$1.25 per ton, old rate	\$2.00 per ton.
Willows to Maxwell -----	1.00 per ton, old rate	1.10 per ton.
Willows to Germantown -----	.70 per ton, old rate	.70 per ton.
Willows to Orland -----	1.00 per ton, old rate	1.10 per ton.
Willows to Corning -----	1.25 per ton, old rate	1.70 per ton.
Willows to Woodland -----	1.50 per ton, old rate	2.90 per ton.

This adjustment was satisfactory to Mr. Donohoe.

FREIGHT BILLS UNITEMIZED.

I. C. No. 140.

G. B. Neighbor, Snelling, Cal., May 4, 1912. Complaint was entered against the Yosemite Valley Railway Company because freight bills rendered by that company did not itemize the advance charges shown thereon.

The matter was taken up with the interested transportation companies and it was finally arranged to have freight bills show, in the future, in detail how advance charges were arrived at.

RATES VIA WATER CARRIERS.

I. C. No. 142.

W. A. Howe, Crescent City, May 4, 1912. Mr. Howe, acting as secretary for the Retail Merchants' Association of Del Norte County, entered a complaint against the Hobbs-Wall Company, which controls a steamer line operated between San Francisco and Crescent City. Mr. Howe in his complaint alleged that the Hobbs-Wall Company discriminated in the rates that were charged and also that the rates, in themselves, were very excessive.

The Commission took the matter up with the steamship company, both by mail and personal interview, but was unable to secure any change in the situation. Mr. Hotchkiss, president of the Hobbs-Wall Company, maintained that the charges assessed were fair for the services performed and declined to make any informal adjustment. Complainants were requested, if they desired to carry the matter further, to file a formal complaint; this, however, has not yet been done.

FREIGHT RATES.

I. C. No. 143.

May 1, 1912, M. S. Arndt, Stockton, claimed that the Southern Pacific Company was charging more for household goods in carloads from Berkeley to Stockton than was charged by the Atchison, Topeka and Santa Fé Railway Company.

A check of the freight bills forwarded to this office proved that there was no difference in the rate between the two carriers and that complainant had misread the amount shown on a bill of lading, presuming that such amount was the railroad charge for transporting the shipment. This, however, was in error, as the amount shown on the bill of lading was simply the classification release required for household goods.

EXCESSIVE FREIGHT RATES.

I. C. No. 144.

April 20, 1912, Holtville Commercial Club, Holtville, through its secretary, Warren Currier, entered a complaint against the Holton Interurban Railway Company, complaining that the freight rates on that line were excessive.

Complainants were requested to file a formal complaint, if hearing to be held, as carrier contended it was not making operating expenses.

INADEQUATE STATION FACILITIES.

I. C. No. 145.

John K. Eneboe, located near Termo, presented a petition to this Commission, May 9, 1912, wherein he and fifty-three other citizens located near that point requested that a station with an agent be established at Termo, a point on the Nevada, California and Oregon Railway Company's line. The Commission endeavored through correspondence to have this complaint informally adjusted, but was not successful. Claimants were requested to file formal complaint in order that the Commission might arrange a public hearing and decide the matter on its merits. This complaint will probably be filed in the near future.

FREIGHT RATES.

I. C. No. 146.

Associated Jobbers of Los Angeles, Los Angeles, May 7, 1912. F. P. Gregson, traffic manager and secretary for this association, complained of the rate charged by the Southern Pacific Company for a shipment of poultry food transported from Portland to San Pedro by steamer and from San Pedro to Long Beach via Southern Pacific Company. The charges assessed by the Southern Pacific Company from San Pedro to Long Beach were at the rate of \$1.30 per ton, this rate being made up of a wharfage and handling charge of 30 cents per ton plus the rail charge of \$1.00 per ton; whereas, had the shipment moved via East San Pedro and the Salt Lake Line, the rate would have been but 80 cents per ton.

In view of the fact that there is now pending before this Commission the general question of wharfrage and handling charges at southern California ports, which question involves the rates from San Pedro, the Southern Pacific Company declined to informally make any adjustment of the rates from San Pedro to Long Beach until a decision is rendered in the wharfrage and handling case.

FREIGHT RATES.

I. C. No. 150.

May 13, 1912, D. E. Williams, Chinese Camp, entered complaint against the freight rates of the Sierra Railway Company, it being alleged that certain rates had been increased because of the decision rendered by this Commission in the San Joaquin Valley rate case.

Investigation developed the fact that, while a few rates of the Southern Pacific Company had been increased to the junction point, Oakdale, such increase did not affect the rates to the Sierra Railway Company's stations as shown in the through tariffs of the Pacific Freight Tariff Bureau. The Commission had not authorized any increase in rates for Sierra Railway points and complainant was advised accordingly.

PULLMAN CHARGES.

I. C. No. 151.

May 14, 1912, L. Otzen, San Francisco, alleged that the Southern Pacific Company permitted passengers to board the first section of train No. 9 at Redwood. May 14th, and then compelled all such passengers to pay a Pullman charge of 25 cents from Redwood to San Francisco.

The matter was taken up with the Southern Pacific Company, who advised that the conductor of first No. 9 endeavored to keep passengers off his train at Redwood, informing them that there were no coach accommodations, and that they should wait for the second section of No. 9, which was five minutes behind his train. Passengers refused to listen to him and many of those who did board the train climbed over the gates of the observation platform, rear car on train.

Complainant was advised of the statement made by the Southern Pacific Company and the Commission asked for further information, which was not forthcoming.

EXCESSIVE PASSENGER FARE.

I. C. No. 152.

May 13, 1912, Thomas C. M. Blair, Tilden, alleged that the fare of \$1.10 charged by the Western Pacific Railway Company from Oroville to Swayne was excessive. The rate was reduced to \$1.00, effective June 25, 1912. This was satisfactory to the complainant.

FREIGHT RATES.

I. C. No. 153.

May 9, 1912, E. H. Loveland Produce Company, Bakersfield, complained of the charges assessed against a shipment of lemons forwarded from Lemon Cove to Bakersfield. A check of rates showed that charges collected were lawful in accordance with tariffs on file with this Commission. Complainants were notified accordingly.

EXCESSIVE FREIGHT RATE.

I. C. No. 155.

May 17, 1912, J. O. Bracken Company, San Francisco, on behalf of clients, requested that a combination of local rates amounting to \$6.90 per ton, be applied to a shipment of canned goods forwarded from Santa Rosa to Los Angeles during August, 1910, by the Northwestern Pacific Railway Company and Southern Pacific Company.

At the time this shipment moved, there was in effect a through commodity rate of \$7.50 per ton, and under the ruling of this Commission at the time of movement was the lawful rate.

The matter was taken up with the interested transportation companies and they declined to concede unreasonableness of rate of \$7.50 per ton collected.

Clients were advised that if they desired to carry the matter further, it would be necessary for them to file a formal complaint. This has not been done to date.

RIGHT OF WAY FENCE.

I. C. No. 157.

May 17, 1912, H. Mellbin, Doyle, California, claimed that the Western Pacific Railway Company declined to fence its right of way which passed through his property. Complaint was taken up with the Western Pacific Company, who advised that instructions had been issued to have the right of way fenced at the earliest possible date. This adjusted the matter to the satisfaction of Mr. Mellbin.

LUMBER RATES.

I. C. No. 158.

May 17, 1912, Higman Lumber Company, Los Angeles, complained of the charges assessed on lumber moving from San Pedro to its yards located near Los Angeles. Investigation developed the fact that because of the location of the lumber yards of this firm, outside of the switching limits prescribed in the city of Los Angeles, the rate from San Pedro was a combination of the local rates on Los Angeles and made a rate of \$1.20 per ton when shipments passed through San Pedro and Los Angeles, against a rate of 80 cents per ton for movements via Redondo.

The Commission advised the complainant that it had as yet not gone into the matter of switching rates at Los Angeles and at the present time could not adjust this claim. The matter is still in suspense for future action.

TRANSFER CHARGES.

I. C. No. 160.

F. E. Howland, Fort Bragg, California, May 19, 1912. This complaint involved charges assessed by a transportation company for handling shipments from railroad depots to wharves. The Commission was unable to render any assistance, for the reason that it has no jurisdiction over rates charged by express wagons or transfer companies.

FREIGHT OVERCHARGE.

I. C. No. 162.

May 18, 1912, H. J. Mignerey & Company, Seattle, Washington, alleged that they were overcharged to the extent of \$59.06 by the Atchison, Topeka and Santa Fé Railway Company, against a shipment of potatoes forwarded by steamer from Seattle to Redondo and taken from that point to Los Angeles by the Santa Fé Railway Company.

It would appear from statements made that the shipment should have moved from Redondo to Los Angeles in one lot. This, however, was not done, and charges were assessed at minimum carload rate for the two cars used. The matter is still subject of correspondence with the railroad company.

EXCESSIVE FREIGHT RATE.

I. C. No. 163.

Lachman & Jacobi, San Francisco, May 21, 1912. This firm believed that it had been overcharged by the Southern Pacific on certain shipments of wine moved from Las Palmas to Petaluma during the years 1910 and 1911.

Investigation developed the fact that the charges had been collected on the basis of lawful rates in effect at the time shipments moved and the complainants were requesting retroactive application of a lower rate made effective April 29, 1912.

The Southern Pacific Company maintained that the charges collected were based upon rates reasonable at the time shipments moved, and declined to make application

to protect the lower rate subsequently established. Complainants were requested to file a formal complaint if they desired to continue the matter further. This was not done.

DEPOT FACILITIES.

I. C. No. 164.

J. B. Brake, Clio, California, May 22d. This complaint, signed by Mr. Brake and a number of other citizens, residing at, or near, Clio, California, advised this Commission that there was no passenger or freight depot at that town and that an agency was badly needed. The matter was taken up with the Western Pacific Railway Company, who agreed to erect a proper station building and install an agent at Clio at once. This adjusted the matter to the satisfaction of all concerned.

INTERSTATE RATE.

I. C. No. 166.

May 20, 1912, the Worcester China Company, San Francisco, complained of the rates charged for transporting a shipment of chinaware from Sebring, Ohio, to Marysville, California. This being an interstate shipment, the Commission had no jurisdiction over rates, and so advised complainant.

PASSENGER RATES.

I. C. No. 169.

R. A. Forsyth, Los Angeles, under date of May 3, 1912, complained of the single-fare and commutation rates being charged by the Pacific Electric Railway between Los Angeles and Gardena. Adjustment of these rates is still subject of correspondence between the Commission and the transportation company.

INTERSTATE RATE.

I. C. No. 170.

August 20th, Sperry Flour Company, San Francisco, addressed the Commission with reference to charges assessed against a shipment forwarded by the Coos Bay, Roseburg and Eastern Railroad and Navigation Company. Investigation developed the fact that this shipment was interstate, and complainant was therefore requested to take the matter up with the Interstate Commerce Commission at Washington, D. C., as this Commission has no jurisdiction over interstate rates.

INTERCHANGE OF FREIGHT AT SANTA ROSA.

I. C. No. 172.

May 25th, Santa Rosa Chamber of Commerce, Santa Rosa, called attention to the fact that the Northwestern Pacific Railroad Company and the Southern Pacific Company did not interchange freight business at Santa Rosa, although there was a physical rail connection at that point. This brought about delay in the movement of freight and charges were also greater than would have applied had there been traffic interchanged at Santa Rosa. The Commission took the matter up informally with the interested transportation companies, who agreed to establish interchange at Santa Rosa and adjust rates accordingly.

INTERSTATE TICKET.

I. C. No. 173.

May 23d, Harry Brolaski, Redondo Beach, complained that the Atchison, Topeka and Santa Fé Railroad Company had sold tickets from St. Louis to Redondo Beach and that upon the arrival of the purchasers of the tickets at Los Angeles they were informed that the Santa Fé had discontinued its passenger service between Los Angeles and Redondo Beach, and therefore travelers were required to purchase tickets and travel via the Pacific Electric Railway from Los Angeles to Redondo Beach. The complaint was taken up with the Atchison, Topeka and Santa Fé

Railway Company, who advised the Commission that the passenger service between Los Angeles and Redondo had been restored May 26, 1912. Since the transportation involved an interstate journey, it was in reality a matter for adjustment by the Interstate Commerce Commission.

SWITCHING CHARGES.

I. C. No. 174.

May 25, 1912, Pacific Cereal Association, San Francisco, complained of the switching charges being assessed by the Southern Pacific Company for handling cars from the industry track of that company to the transfer tracks of the State Belt Railway. This complaint is still under consideration with interested parties in an effort to effect an informal adjustment.

EXCESSIVE FREIGHT RATES.

I. C. No. 176.

G. J. Bradley, Sacramento, California, May 28th. Mr. Bradley, traffic manager of the Merchants and Manufacturers' Traffic Association of Sacramento, alleged that the rates charged on common clay from Lincoln to Los Angeles were unreasonable. The subject was taken up with the Southern Pacific Company, but that company, after investigation, declined to reduce its rates, claiming that the same were the lowest it was possible to make and net to them any profit. Complainant was requested to file a formal complaint if he desired to continue the matter further; this, however, was not done.

INTERSTATE FREIGHT RATE.

I. C. No. 177.

R. Bullimore, McFarland, California, May 26, 1912. This complaint covered shipment of household goods forwarded from a point in Kansas to McFarland. Complainant was advised that the shipment being interstate was not subject to the jurisdiction of this Commission, and any adjustment must be secured through the Interstate Commerce Commission, Washington, D. C.

EXCESSIVE FREIGHT CHARGE.

I. C. No. 178.

S. B. Wright, Santa Rosa, May 16, 1912. This claim involved charges assessed against a shipment of cattle forwarded from Corcoran to Santa Rosa via the Atchison, Topeka and Santa Fé Railway and Northwestern Pacific Railway Company. The claim is still a matter of correspondence with interested transportation companies.

FREIGHT RATE.

I. C. No. 179.

G. J. Bradley, Sacramento, July 30, 1912. Claim involves charges assessed against a carload of oranges moved from Redlands to Sacramento via the Santa Fé and Southern Pacific. Complaint is the subject of correspondence between the Commission and the transportation companies.

INTERCHANGE TRACKS.

I. C. No. 179½.

May 28, 1912, Sunlit Fruit Company, West Berkeley, complained that there was no physical rail connection between the Petaluma and Santa Rosa Railway and the Northwestern Pacific Railway at either Petaluma, Santa Rosa or Sebastopol, and that shipments were injured because of team transfer. An effort was made to informally adjust the complaint, but interested railroad companies maintained there was not sufficient tonnage to justify the expense of installing necessary rail connections. Complainant was notified to take formal action, as per the rules of this Commission, if it desired to carry the matter further. This, however, was not done.

EXPRESS RATES.

I. C. No. 182.

A. M. Vivier, East Auburn, California, June 1, 1912. This claim involved alleged overcharges exacted by Wells, Fargo Express Company on a shipment moving from Auburn to Reno, Nevada. Complainant was advised that this being an interstate shipment, it would be necessary to take the matter up with the Interstate Commerce Commission, Washington, D. C.

SPUR TRACK.

I. C. No. 184.

May 31, 1912, F. W. Hatch, Sacramento, advised that the Atchison, Topeka and Santa Fé Railway Company, for some reason, were delaying the construction of a spur track into the State Hospital at Patton Station. The matter was taken up with Mr. A. G. Wells, general manager of the Santa Fé system, who advised that the track would be installed at once.

EXPRESS RATES.

I. C. No. 185.

C. L. Donohoe, Willows, June 1, 1912. In this case a complaint was entered against Wells, Fargo & Company Express because of the rate being charged on wrapping paper from San Francisco to Willows. At the present time, the Commission has under consideration a formal complaint involving all of the express rates in the State of California. Complainant was notified that this particular rate would be considered in the adjustment of the whole scheme of rates now under consideration.

COMMUTATION FARES.

I. C. No. 186.

E. V. Case, Oakland, California, June 1, 1912. This complaint involved passenger rates charged by the Southern Pacific Company between San Francisco and Melrose Heights District, located in the city of Oakland. No informal adjustment was made and Mr. Case was requested to file a formal complaint against the Southern Pacific Company if he desired to carry the matter to a conclusion. The Commission was advised that a formal complaint would be entered at a later date.

TIME TABLES.

I. C. No. 189.

June 3, 1912, A. J. Hutchinson, Palo Alto, California, complained that the Southern Pacific Company did not supply its agents with proper time tables for distribution to the public. The matter was taken up with the transportation company, who advised that they were giving the matter careful consideration and would arrange for the distribution of time schedules in the future.

RATE ON WALNUTS.

I. C. No. 191.

June 4th, Guggenheimer & Company, San Francisco, brought into question the rate of 43 cents per hundred pounds charged for the transportation of walnuts in carloads from Goleta to Santa Ana. After considerable correspondence with the Southern Pacific Company, the Commission secured a reduction of this rate to 35 cents per hundred pounds, which was satisfactory to the complainant.

OVERCHARGE.

I. C. No. 192.

May 15, 1912, Pacific Coast Traffic Bureau, San Francisco, in behalf of its clients Lachman & Jacobi, claimed that they were overcharged to the extent of \$28.01 against shipments of wine forwarded from Wahtoke to Petaluma. Investigation developed the fact that charges were assessed on basis of rate of \$4.80 per ton, while the proper

rate was \$4.65 per ton. The Santa Fé system instructed its auditing department to apply the correct rate and refund to consignees all overcharges.

INTERSTATE RATE.

I. C. No. 194.

G. G. Gunther, Los Angeles, June 3d. This complaint involved claim for damages to a shipment of household goods forwarded from Chicago to Los Angeles. The complainant was advised that inasmuch as the shipment was interstate, it would be necessary to take the matter up with the Interstate Commerce Commission, Washington, D. C.

PASSENGER TRAIN SERVICE.

I. C. No. 195.

June 3d, Rev. James M. Wright, Yreka, California, called attention to the fact that trains passing Montague north-bound were only three-quarters of an hour apart, and it was suggested that the traveling public would receive better service if the trains were run on different schedules. Complaint was taken up with the Southern Pacific Company, and it was clearly illustrated that to give better service at Montague would inconvenience all other points along the line. The situation was explained to the complainant and the file was closed.

VENTILATION OF INTERURBAN CARS.

I. C. No. 196.

June 3, W. C. Barnard, San Francisco, complained that the trains of the San Francisco-Oakland Terminal Railways were not properly ventilated. The complaint was taken up with the transportation company, who advised that they had conducted a large number of experiments regarding the ventilation of the cars and that the system of ventilation had proven to be satisfactory. However, as a result of this complaint, arrangements were made to open additional transoms in each coach. Complainant was so notified.

INTERSTATE RATES.

I. C. No. 198.

George R. Loomis, Albion, October 24, 1911 (letter received June 6, 1912). Mr. Loomis brought into question the rates charged for the transportation of one gas engine from Detroit, Michigan, to Albion, California. He was advised that an adjustment of the overcharge would have to be secured through the Interstate Commerce Commission, Washington, D. C., as this Commission has no jurisdiction over interstate matters.

FREIGHT RATES.

I. C. No. 199.

J. Harold Barnum, San Bernardino, May 4th. This complaint questioned rate charged on shipment of stationery from San Bernardino to Needles. The charge assessed was as per lawful tariffs, and complainant was advised that all rates to the territory involved in this complaint would be investigated by the Commission at the earliest possible date.

INTERSTATE PASSENGER RATES.

I. C. No. 200.

C. O. Springer, Los Angeles, May 18th. This complaint questioned the reasonableness of the passenger rates from Los Angeles to Sunland, Nevada. Although the rates under discussion were interstate, the Commission took the matter up with the Southern Pacific Company, hoping to secure an informal adjustment, but was unsuccessful. The Southern Pacific Company claimed that the rates were not unreasonable or excessive, and complainant was advised to take the matter up with the Interstate Commerce Commission, Washington, D. C.

COMMUTATION FARES.

I. C. No. 201.

John M. Brewer, Inglewood, May 14th. This complaint involved the individual commutation fares between Los Angeles and Inglewood; also ten-ride family commutation books between the same points. Complaint was taken up with the Los Angeles Railway and certain changes were agreed upon in the rates complained of, which were satisfactory to complainant.

PASSENGER FARES.

I. C. No. 202.

W. H. Pettibone, Redlands, April 25, 1912. This complaint involved the passenger fare from Sacramento to Redlands. At the time ticket was purchased the fare from Sacramento to Redlands was \$15.40 and the fare from Redlands to Sacramento was \$13.65. Complainant was advised that the rate of \$15.40 paid from Sacramento to Redlands was the lawful rate at the time transportation was purchased, but that it had since been reduced to \$13.65.

FREIGHT RATES.

I. C. No. 203.

The Pacific Coast Traffic Bureau, of San Francisco, under date of June 6, 1912, entered complaint with this Commission alleging that the charges assessed against certain less-than-carload shipments of vinegar moved from Watsonville to San Francisco were incorrect and not in accordance with published tariff. Rates were investigated by the Commission and the charges assessed by the Southern Pacific Company were found to be correct as per lawful tariff on file in this office at the time these shipments moved. Claimants were so notified.

FREIGHT RATES.

I. C. No. 205.

John Singleton, Randsburg, June 8, 1912. Mr. Singleton, on behalf of the merchants located at Randsburg, entered complaint to this Commission alleging excessive and unreasonable freight rates applying between Johannesburg and Los Angeles. Complaint at the present time is the subject of correspondence with interested transportation companies, and will be adjusted informally if possible; otherwise, formal complaint will be filed.

DELIVERY OF BAGGAGE.

I. C. No. 215½.

Under date of June 12th J. M. Thompson, of San Francisco, complained of the failure of the Southern Pacific Company to promptly deliver baggage at Boca. Investigation developed the fact that the office at Boca was only open during certain hours of the day. The Commission took the matter up with the proper officials of the railroad company and arranged to have baggage handled during all hours of the day.

FREIGHT RATES.

I. C. No. 206.

June 8th, H. Roth, San Francisco, complained of the charges assessed by the Atchison, Topeka and Santa Fé Railway Company against a shipment of junk from Los Angeles to San Francisco. The matter was taken up with the railway company, who advised that they would investigate and arrange for establishment of a satisfactory rate. This complaint is still a matter of correspondence.

EXPRESS RATES.

I. C. No. 207.

June 7th, S. M. Kohlberg, San Francisco, complained of the charges assessed by Wells, Fargo & Company for carrying small packages of express matter from San

Francisco to points in the southern part of the State. Complainant was advised that at the present time the Commission is making a thorough investigation of all of the rates of Wells, Fargo & Company Express and that when a decision is rendered in the case under consideration, the rates complained of will be taken care of.

FREIGHT RATE.

I. C. No. 208.

June 4th, Carnegie Brick and Pottery Company, San Francisco, complained of the freight rate charged for transporting clay and broken brick in carloads from Tesla on the Western Pacific Railway to Hislop on the Southern Pacific. Complainant suggested that a joint rate of 75 cents per ton for the movement of this commodity would be satisfactory. The complaint was taken up with interested transportation companies, who declined to informally make any adjustment, taking the stand that the rates charged at the present time were reasonable. Complainant was requested to file a formal complaint with this Commission if he desired to continue the matter further.

FREIGHT RATE.

I. C. No. 209.

June 10th, A. H. Bush, San Francisco, complained of the rate charged on sand in carloads from Decoto to San Francisco. The Commission took the complaint up with the Southern Pacific Company, but before a satisfactory adjustment had been secured, complainant requested that the complaint be withdrawn. The case was, therefore, closed without further action.

EXPRESS RATES.

I. C. No. 210.

June 8th, Arthur G. Nasen, Oakland, questioned the rates of Wells, Fargo Express Company. The Commission requested further information, which was not forthcoming, and the case was closed without any action being taken.

ALLEGED EXCESSIVE RATE FOR POWER.

I. C. No. 211.

O. K. Wilson, Anderson, June 8th. This case questioned rates charged by the Northern California Power Company for power furnished at Anderson. Complainant was advised that the power companies were now under the jurisdiction of this Commission and rates could not be greater than those in effect October 10, 1911, and could not be increased without the permission of this Commission. Further information was requested, which was not forthcoming, and the file was closed.

ROUND-TRIP PASSENGER FARES.

I. C. No. 212.

June 11th, C. Sternau, San Francisco, questioned the round-trip passenger rates charged by the Atchison, Topeka and Santa Fé Railway Company from San Francisco to Antioch and return. Complainant was advised that the amount he paid for the tickets under discussion was lawful and as per published tariffs.

SPUR TRACK.

I. C. No. 213.

Orland Alfalfa Meal Mill Company, June 8, 1912. This complaint involved the charges assessed by the Southern Pacific Company in the year 1911 for the installation of a spur track at Orland. Complainant contended that the charges collected by said company for building spur track were excessive and part of the amount should be refunded. The matter was taken up with the Southern Pacific Company, who rendered an itemized statement of the cost involved in building the track, and they declined to make any adjustment. Complainant was advised accordingly and

informed that, if it was desired to pursue the matter further, it would be necessary to file a formal complaint. This was not done.

FREIGHT RATES.

I. C. No. 215.

Guggenlime & Company, San Francisco, June 11, 1912. This complaint involved the rates being assessed by the Northwestern Pacific Railroad Company for the transportation of dried fruit via that line. Claim at the present time is the subject of correspondence with the traffic officials of the Northwestern Pacific Railroad Company.

EXCESSIVE FREIGHT RATES.

I. C. No. 216.

Fresno Home Packing Company, Fresno, June 11, 1912. In this complaint attention is called to the fact that, effective May 27, 1912, the Southern Pacific Company increased the minimum charge for the transportation of carload shipments of empty boxes, returning, to \$5 per car. Claimants were advised that this rule would be changed July 3, 1912, and the old rates, based on actual weight of the boxes, would in the future obtain.

INSTALLATION WATER METER.

I. C. No. 217.

C. M. Wilcox, Lankershim, June 12, 1912. Complaint is made in this instance that the local water company at Lankershim was endeavoring to assess a charge of \$15.60 for service connections and water meters at Lankershim. Complainant was advised that under section 63a of the Public Utilities Act, corporations had no legal right to increase charges without first securing permission of this Commission so to do, and that consumers should continue to pay at old rates.

INTERSTATE SHIPMENT.

I. C. No. 218.

Mrs. A. W. McCollough, Metuchen, N. J., June 8, 1912. This lady claimed to have entered into an agreement with the Eagle Transfer Company of Fresno for the forwarding of a certain shipment of household goods from Fresno to New York at an agreed price, which was prepaid. Before shipment reached New York, consignor was required to pay an additional \$20, and claimed that this was unjust and should be refunded. Complaint is the subject of correspondence between this Commission and the forwarding company.

DAMAGE TO SHIPMENT IN TRANSIT.

I. C. No. 219.

R. W. Lohman, Los Altos, June 17, 1912. This case involved a claim against the Western Pacific Railway amounting to \$7.30, account of delay in transportation of a shipment of potatoes forwarded from Los Altos to Doyle. After some correspondence with the Western Pacific, arrangements were made with that company for the payment of the above charge, which closed the incident to the satisfaction of Mr. Lohman.

JOINT FREIGHT RATES.

I. C. No. 220.

Monterey Bay Development Company, June 18, 1912. Complainant advised the Commission that it desired to establish a boat service from San Francisco and other points to Moss Landing and was endeavoring to enter into an agreement with the Pajaro Valley Consolidated Railway Company for joint rates in connection with that railroad to interior points. Said railroad declined to establish through rates for the reason that they already had a joint tariff in effect in connection with the South Coast Steamship Company. Complainants were advised to file a formal complaint so that an adjustment might be made at a regular hearing before the Commission.

EXPRESS RATES.

I. C. No. 222.

June 17, 1912, Arthur Sharman complained of rate of \$1.10 per hundred pounds charged by Wells, Fargo & Company Express for transportation of green fruit from Dinuba to Los Angeles. The Commission arranged to have this rate reduced to \$1.00 per hundred pounds, which was satisfactory to complainant.

PASSENGER TRAIN SERVICE.

I. C. No. 224.

James Smith, Salinas, June 17, 1912. Mr. Smith complained of passenger train service rendered by the Southern Pacific Company between Salinas and San Luis Obispo, located in the Salinas Valley. Investigation developed the fact that the railroad company was giving fairly good service between points mentioned, and complainant was advised to file informal complaint if desired, but same was not done.

FREIGHT RATE.

I. C. No. 225.

This complaint, entered by the Long Beach Milling Company June 18, 1912, involves the same question of rates as is covered in I. C. 146, entered by Mr. F. P. Gregson of the Associated Jobbers of Los Angeles.

FREIGHT RATE.

I. C. No. 226.

Standard Oil Company, San Francisco, June 20, 1912. Upon request of this company information was furnished with reference to lawful rate to be charged for shipment of gasoline moving from Richmond to Sacramento and Marysville.

DELAY TO EXCURSION TRAIN.

I. C. No. 227.

L. E. Fulwider, Santa Rosa, June 20, 1912. Complaint was made against the Southern Pacific Company because of a delay of forty-five minutes at South Vallejo of a special train moving from Santa Rosa to Oakland waiting for connecting boat. Investigation developed the fact that the transportation company was not to blame for the delay, as they had arranged a through schedule at the request of people in charge of the train, which at the last moment was changed by the committee, making it impossible to secure a prompt connection at South Vallejo without interference with other traffic.

RATE ON CRUDE OIL.

I. C. No. 230.

F. L. Talmage, Victorville, May 28, 1912. This gentleman, on behalf of the shippers located at Victorville, entered complaint alleging excessive rates charged by the Santa Fé for the transportation of gasoline, crude oil, etc., from Los Angeles and Colton to Victorville. The Santa Fé arranged to establish reduced rates satisfactory to claimant and complaint was therefore withdrawn.

SWITCHING CHARGES.

I. C. No. 231.

H. Harms & Company, San Francisco, June 22, 1912. This firm complained of an excessive charge assessed for switching cars from the boats of the Northwestern Pacific to a spur track located at Pier 36 on the State Belt Railroad. Investigation developed the fact that the additional charge complained of was not a switching charge at all, but a track rental assessed by the State Belt Railroad for use of its main line for unloading purposes. Complainants were so advised, with the additional information that the practice of permitting unloading of cars from the main line has been discontinued.

TRANSBAY RATES.

I. C. No. 233.

San Francisco and Bay Cities Movers' Association, June 24, 1912. Complaint was entered against the transbay rates being charged by the Northwestern Pacific Railway for carrying horses and wagons and freight between San Francisco and Sausalito on passenger boats of that company. The Commission took the subject up with the railway company, who declined to informally adjust rates. Claimants were requested to file a formal complaint. This, however, was not done and the matter was dropped.

LONG AND SHORT HAUL.

I. C. No. 234.

R. P. Brubaker, Shandon, June 23, 1912. Complaint deals with the freight rates of the Southern Pacific Company between San Francisco and San Luis Obispo and Paso Robles, it being claimed that rates were higher than to more distant points. The Commission advised Mr. Brubaker that the rates complained of were involved in the Long and Short Haul Case now pending, and that matter would be disposed of when a decision was rendered in that case.

FREIGHT RATES.

I. C. No. 236.

Golden Rod Milling Company, June 24, 1912. The Commission was requested to advise with reference to the lawful rate applying on flour, rolled oats and oat groats from San Pedro to Los Angeles. The desired information was furnished.

PASSENGER FARES.

I. C. No. 238.

City of Inglewood, Inglewood, June 22, 1912. Complaint was entered against the passenger rates charged between Los Angeles and Inglewood by the Los Angeles Railway. Matter was taken up with the general manager of said company, but no satisfactory adjustment could be arranged informally. Interested parties were advised to file a formal complaint, but to date such complaint has not been filed.

FREIGHT RATE.

I. C. No. 240.

J. T. Murphy, Castroville, June 27, 1912. This claim questions the reasonableness of a less-than-carload rate charged on coal from San José to Castroville. Complainant was advised that rate he obtained for the shipment in question was lawful, and that the Commission would undertake an investigation into the reasonableness of all rates in that territory a little later, at which time the rate on coal would be taken care of.

RATE ON MINERAL WATER.

I. C. No. 241.

Bartlett Springs Company, San Francisco, June 27, 1912. This complaint alleged that the charge for carload shipments of mineral water from Williams to Taft was excessive. Complainant was advised that the rate would be reduced August 4, 1912, from 59 to 51 cents per hundred pounds between points mentioned. This adjustment was satisfactory and the matter closed.

HAY RATES.

I. C. No. 244.

Oakdale Milling Company, Oakdale, June 26, 1912. This complaint alleged that the rates charged for hay in carloads from Jamestown to Oakdale were unreasonable. The Commission endeavored to secure an informal adjustment but the Sierra Railway Company insisted that they considered their rates as low as could be consist-

ently made. Complainants were requested to file a formal complaint as described in this Commission's Rules of Procedure and Practice. No formal complaint was entered.

OVERCHARGE FREIGHT RATE.

I. C. No. 245.

J. F. Weaver, Brawley, June 27, 1912. This complaint involved charges assessed against a calf forwarded from Whittier to Brawley. Investigation developed the fact that the shipment was not properly released in order to secure the reduced rate as provided in tariff. However, there was an overcharge of 90 cents against the shipment, which the Southern Pacific Company refunded.

FAILURE TO BULLETIN TRAINS.

I. C. No. 246.

A. E. Bruce, Los Angeles, June 29, 1912. It is alleged in this complaint that the general public suffers great inconvenience and loss of time because the railroad offices in the city of Los Angeles do not give correct information as to the arrival time in Los Angeles of delayed trains. Complaint was taken up with the general managers of the different transportation companies, who advised that they would give the matter careful attention, and see that correct information was given the public in future.

DISTRIBUTION OF ELECTRICITY.

I. C. No. 247.

James A. Gunn, Jr., Kelseyville, June 28, 1912. This case has reference to the manufacture and distributing of electricity in Lake County, and complainant advised that territory he was serving was about to be invaded by a competing company. The complaint was merged into Application No. 162 and adjusted as per decision in that case to be found in another part of this report.

FREIGHT RATE.

I. C. No. 248.

Steiger Terra Cotta Works, San Francisco, June 28, 1912. This complaint alleges that rates charged by the Southern Pacific Company for the transportation of clay in carloads from Ione, Lincoln, etc., to South San Francisco were discriminatory and excessive. The Commission took the matter up informally with the interested transportation company but was unable to secure any reduction in the rates charged. Complainants were advised accordingly and requested to file a formal complaint if they desired to carry the matter further.

COMMUTATION FARES.

I. C. No. 249.

E. A. Wilson, Napa, June 29, 1912. In this complaint Mr. Wilson questions the reasonableness of the commutation rates charged by the San Francisco, Napa and Calistoga Railway between Napa and San Francisco. The matter was taken up with the interested transportation company, who maintained that the commutation rates they were charging between points under discussion were reasonable, and lower than to other points in similar territory. Complainant was requested to file a formal complaint in accordance with this Commission's Rules of Practice and Procedure. No formal complaint was entered, and the matter was dropped.

SPUR TRACK.

I. C. No. 250.

Turlock Gas Company, June 27, 1912. This complaint has reference to delay on the part of the Southern Pacific Company to install spur track at Turlock to connect plant of the Turlock Gas Company with the main line of the Southern Pacific Company at that point. Complaint was taken up with general manager of the Southern Pacific Company, who advised that spur track would be installed immediately.

TRAIN FARES.

I. C. No. 251.

Georgia F. Cutler, Palo Alto, July 1, 1912. This complaint was entered against the practice of railway companies collecting an excess train fare from passengers who boarded trains at agency stations without securing tickets of the agent located at that point. Complainant was advised that such practice is now being investigated by the Commission and adjustment would probably be made in the very near future.

PASSENGER TRAIN SERVICE.

I. C. No. 252.

Francis Cuttle, Riverside, July 1, 1912. Mr. Cuttle advises he suffered what appeared to be unnecessary delay at Los Angeles because a train bearing steamer passengers from San Pedro did not connect with main line Salt Lake Railroad trains bound for the interior. The manager of the Salt Lake line advises that in future trains at Los Angeles would be held at least fifteen minutes in order to make connection with delayed local trains, thus removing all cause for future complaint.

Informal Complaints Against Electric Power Corporations.

RATES FOR ELECTRIC POWER.

I. C. No. 161.

On May 23, 1912, the Sherry-Freitas Company, 345-347 Front street, San Francisco, complained that the Sierra and San Francisco Power Company, upon obtaining control of the property and business of the La Grange Water and Power Company, had repudiated a contract previously entered into between complainant and the latter corporation. Upon investigation, it was ascertained that the rates referred to were for power delivered within the limits of an incorporated town and not under the jurisdiction of the Commission, and complainant was so advised.

RATES FOR ELECTRIC POWER.

I. C. No. 181.

On May 31st the California Glove Company, of Napa, addressed a communication to the Commission, complaining that the rates charged for electric power supplied to the California Glove Company's branch factory in the town of St. Helena by the Napa Valley Electric Company were unjust and unreasonable.

Upon investigation it was found that the matter was not within the jurisdiction of the Commission, and complainant was so advised.

CONSTRUCTION OF HIGH-TENSION WIRES AT DUNSMUIR.

I. C. No. 190.

On June 4, 1912, Mr. W. R. Garrett, of the Board of Town Trustees of Dunsmuir, California, in a letter addressed to the Commission, complained that the Oregon-California Power Company had constructed a 30,000-volt line with bare wire along Florence avenue, the main residence street of Dunsmuir, and asked that this Commission require said utility to insulate the wires on said high-tension line before it was placed in operation.

Complainant was advised that, while it is not customary, and offers no additional protection, to insulate primary and high-tension lines carrying high voltages, the Commission had jurisdiction over such matters and would carefully consider additional information bearing on the dangers complained of. No further word has been received from Mr. Garrett at this time.

ELECTRIC LIGHT RATES.

I. C. No. 204.

Mr. F. H. Griffin, of Hanford, California, on June 6, 1912, addressed a communication to the Commission, complaining that the lighting rates charged for service supplied by the San Joaquin Light and Power Company to the Hanford Opera House, in Hanford, were unjust, unreasonable, and discriminatory.

Upon investigation it was ascertained that the Commission lacked jurisdiction in the matter, and complainant was so advised.

Informal Complaints Against Water Companies.

WATER RIGHT AND WATER SERVICE.

I. C. No. 4 and No. 138.

This complaint alleges that as far back as 1893 Mr. Marshall purchased 1½ miner's inches of water from the Cuyamaca Water Company for \$1,200, honestly thinking that said company had such water to deliver; that at no time since purchase of said water right has Mr. Marshall been able to secure a proper supply, and at the present time the outlook is gloomier than in previous years.

The case was taken up and discussed with Mr. Marshall and various other parties concerned, with a view to ascertaining various conditions surrounding water service in the vicinity of San Diego. In the mean time the managers of the Cuyamaca Water Company have made application to this Commission along the general lines of increased facilities and supply, necessitating, of course, an advance in rates in certain localities. This feature of the case appearing to be more important and the only means of immediate solution, Mr. Marshall was advised to await the outcome of said application.

INADEQUATE WATER SUPPLY.

I. C. No. 102.

April 10, 1912, Robert Ellis, San Francisco, acting chairman of the water committee for the University Heights Improvement Club, stated that the Spring Valley Water Company refused to supply water to property located in the University Mound District. This territory is located within the city and county of San Francisco and the matter was taken up with the Spring Valley Water Company, but without results. Mr. Ellis was notified to file a formal complaint, which has not been done.

DIVERSION OF WATER.

I. C. No. 107.

John Johnston, city attorney of Oceanside, addressed a letter to this Commission, April 12, 1912, with reference to the Volcan Water Company's building a dam at Warners Ranch and diverting the waters of the San Luis Rey River, to the probable detriment of water users in the vicinity of Oceanside. Since the work of this project was commenced prior to March 23, 1912, the Commission had no control over the situation, and complainant was so advised.

WATER SUPPLY.

I. C. No. 109.

April 24, 1912, Lloyd E. Tiernan, Reedley, California, complained of the action of the Reedley Water Works in shutting off his water supply because of the fact that a hydrant in the back yard of his premises was being used by outside parties. The matter was made subject of correspondence and adjusted.

WATER RATES.

I. C. No. 134.

May 3, 1912, West Side Irrigators' Association, Newman, California, complained of improper service in the delivery of water made to consumers in Merced and Stanislaus counties by the San Joaquin and Kings River Canal and Irrigation Company.

The complaint was taken up with the water company, who advised that there was no discrimination in the service rendered by that corporation and that they were perfectly willing to adjust all individual complaints. Complainants were advised of the stand taken by the water company and requested to file a formal complaint in case they were unable to adjust their grievances. No formal complaint was filed and the matter is considered closed.

INADEQUATE WATER SERVICE.

I. C. No. 148.

This complaint alleges that C. R. Orcutt of San Diego made application to the Sweetwater Water Company for installation of meter service on certain lands owned by him at National City, said service connection to cost \$17.50; that when check was forwarded to cover, same was returned with the information that connection could not be made owing to the fact that no other paying property was located in that vicinity.

The matter was taken up with the Sweetwater Water Company and discussed from the standpoint of general pipe line extension, water rates, of course, being regulated at present by the incorporated city of National City. Pending the time when the whole class of extensions should be determined, both Mr. Orcutt and Mr. Boal of the Sweetwater Water Company were advised to find some grounds of mutual agreement whereby the question might be temporarily disposed of. This the water company has undertaken to do by locating other paying property in the district adjacent to Mr. Orcutt whereby the outlay for such improvement would be justified, and the case so stands at the present time.

INADEQUATE WATER SUPPLY.

I. C. No. 149.

May 10, 1912, Louis Graham, San Francisco, California, alleged that the service rendered by the Spring Valley Water Company was not adequate in the Richmond District in the city of San Francisco, near Thirty-second avenue.

The complaint was taken up with the Spring Valley Water Company, who advised that at the present time it could not install larger water mains throughout the district complained of. The subject is still under discussion between this Commission and the Spring Valley Water Company.

WATER RATES.

I. C. No. 156.

May 16, 1912, Central Pacific Land and Lumber Company, San Francisco, filed a complaint against the Sacramento Valley Westside Canal Company, requesting that there be an adjustment of the rates charged for water used for irrigation purposes.

The matter was taken up with the water company, who advised that it considered the rate being charged as fair and that there was absolutely no discrimination.

Complainants were advised of the stand taken by the water company, and were requested to file a formal complaint. The Commission was informed that such a complaint would be filed at a later date.

WATER RATES.

I. C. No. 175.

March 18, 1912, Mary M. Gray, Beaumont, California, alleged that the rates charged for water for domestic and irrigating purposes by the Beaumont Land and Water Company were excessive and that the service rendered was not satisfactory. The complaint was taken up with the water company, who declined to informally adjust the same to the satisfaction of complainant, who was notified by this Commission to secure the signatures of twenty-five consumers of water and file a formal complaint against the Beaumont Land and Water Company, as per Rules of Practice and Procedure of this Commission.

WATER RATES.

I. C. No. 223.

C. C. Chapman, Los Molinos, June 5, 1912. A general complaint was entered against the Los Molinos Land Company of Los Molinos with reference to furnishing water. The Commission took the matter up by correspondence and requested further

information, but complainant advised that the matter had been satisfactorily adjusted, and asked that the complaint be withdrawn.

WATER RATES.

I. C. No. 229.

George M. Hurley, Gardena, June 19, 1912. This party requested information with reference to rates charged by the Los Angeles Company Water Works at Gardena. He was fully advised as to facts and informed that if conditions were unsatisfactory to file a formal complaint and proper consideration would be given same at a hearing before the Commission.

WATER RATES.

I. C. No. 235.

B. Morse, Riverside, June 23, 1912. Complaint in this case brought into question water rates being charged to points within the city of Riverside, also points located outside the city limits. Complainant was advised that the Commission had no jurisdiction over the rates being charged for water within the city of Riverside, but if a petition signed by twenty-five consumers of water located outside the city were filed with this Commission, as per the provisions of section 60 of the Public Utilities Act, the matter would have prompt consideration.

Informal Complaints Against Telephone Corporations.

DISCONTINUANCE OF CONCESSION.

I. C. No. 68½.

F. A. Jackson, General Secretary, Y. M. C. A., Berkeley, California, March 26, 1912, made complaint relative to the withdrawal of concession in the matter of telephone service rendered by The Pacific Telegraph and Telephone Company.

He was informed relative to the general statement regarding the position of the Commission in the matter of concessions. With reference to the concession in which he was interested, he was informed that it was optional with The Pacific Telegraph and Telephone Company whether it was conceded pending a final disposition of the subject by the Commission.

DISCONTINUANCE OF CONCESSION.

I. C. No. 74½.

On April 1, 1912, T. S. Spaulding, president of Woodland Masonic Hall Association, made complaint relative to the withdrawal of the concession in the charge made for telephone service. He was informed to the effect that, pending a final disposition of the subject of concessions by the Commission, it was optional with the telephone company whether the concession involved was continued.

DISCRIMINATION IN RE TELEGRAPH CALLS.

I. C. No. 89.

On April 11th the Postal Telegraph Company made informal complaint relative to alleged discriminatory practice on the part of The Pacific Telegraph and Telephone Company in the matter of handling calls for telegraph offices. The matter was taken under investigation by the Commission.

ADVANCED RATE.

I. C. No. 96.

April 13th W. N. Bradbury, of Escondido, California, made complaint relative to an advance in telephone charges by The Pacific Telegraph and Telephone Company.

After an investigation the charges were restored to the basis as of October 10, 1911.

DISCRIMINATORY TOLL RATE.

I. C. No. 99.

On April 8th E. J. Devlin of Santa Cruz, California, made complaint relative to the toll charge from Santa Cruz to Sacramento.

After investigation it was found that the toll charge in effect from Santa Cruz to San Francisco was 35 cents and from San Francisco to Sacramento 40 cents, whereas the county rate between Sacramento and Santa Cruz is \$1.00. This is a violation of section 24 of paragraph B of the Public Utilities Act. After correspondence the Pacific Telegraph and Telephone Company established a rate from Sacramento to Santa Cruz of 65 cents, being a reduction of 35 cents.

COMPLAINT AGAINST RATE FOR DIRECTORY INSERTIONS.

I. C. No. 100.

On April 17th Charles Fisher, of Los Angeles, California, made complaint relative to the charges made by the Home Telephone Company for directory insertions.

The Commission informed the complainant that the matter was one involving the question of municipal jurisdiction. The Commission made an investigation, but Mr. Fisher was referred to the local ordinances of the city of Los Angeles.

ADVANCED RATE.

I. C. No. 101½.

On April 18th Percy E. Davidson, of Stanford University, made complaint relative to an advance in telephone rates from \$5.00 a quarter to \$2.50 per month.

After investigation, it was found that this advance was covered by General Order No. 17. The rate was restored to the basis as of October 10, 1911.

ADVANCED RATE.

I. C. No. 102½.

On April 20th J. C. C. Russell of Hanford, California, made a complaint relative to an advance in the charge for telephone service at Hanford, California, made by The Pacific Telegraph and Telephone Company.

After an investigation, it was found that the advances were covered by General Order No. 17, and the former rate was restored.

ADVANCED RATE.

I. C. No. 103½.

On April 19th the Bean Spray Pump Company of San José, California, made complaint relative to an advance in the charge for their telephone service from \$17.25 per month to \$22.25 per month, the advance having been made by The Pacific Telegraph and Telephone Company.

After an investigation, the original charge was restored in accordance with General Order No. 17.

ADVANCED RATE.

I. C. No. 104½.

On April 22d H. G. Jorgensen of Monterey, California, made complaint relative to an advance of 25 cents per month in the charge for certain telephone service rendered by The Pacific Telegraph and Telephone Company at Monterey, California.

After an investigation, the original rate was restored in compliance with General Order No. 17.

ADVANCED RATE.

I. C. No. 106½.

On April 22d O. A. Hale & Company of San José, California, made complaint relative to an advance in charge for telephone service by The Pacific Telegraph and Telephone Company. The service involved was private branch exchange.

After an investigation by the Commission, the advanced charges were eliminated. The charge was restored to the basis as of October 10, 1911.

ADVANCED RATE.

I. C. No. 110½.

On April 22d H. D. Severance of Monterey, California, made complaint relative to certain telephone rates which had been advanced by The Pacific Telegraph and Telephone Company.

After an investigation, it was found that the rates were covered by General Order No. 17 and were consequently restored to their former basis.

ADVANCED RATE.

I. C. No. 117½.

On April 17th Fresno Brewing Company, Fresno, California, made complaint to an advance in telephone charges from \$15.00 per month to \$21.75 per month, and filed information indicating that such advance had been made by The Pacific Telegraph and Telephone Company under an interpretation of the Public Utilities Act with reference to the elimination of discriminations. This was another instance covered by General Order No. 17. After correspondence with the telephone company, the charge for the telephone service was restored to the original basis.

ADVANCED RATE.

I. C. No. 118½.

On April 26th Frank M. Hill, of Fresno, California, made complaint that certain telephone charges had been raised, resulting in an advance from the monthly charge of \$13.75 to \$17.50 and again to \$21.75. After investigation, it was found that these advances were covered by General Order No. 17, restoring telephone charges to the basis as of October 10, 1911.

ADVANCED RATE.

I. C. No. 119½.

On April 27th William E. Miles of San Francisco, California, made complaint relative to an advance in the charge for telephone service made by The Pacific Telegraph and Telephone Company at Bakersfield, California.

After an investigation, the advanced charges were eliminated in compliance with General Order No. 17 of this Commission.

ADVANCED RATE.

I. C. No. 120.

On April 29th A. M. Vivier, of East Auburn, California, made complaint relative to telephone charges.

After investigation, it was found that this was another case covered by the Commission's General Order No. 17, restoring telephone rates in effect as of October 10, 1911. An adjustment was reached on this basis.

ADVANCED RATE.

I. C. No. 120½.

On April 29th Mrs. A. J. Severin, Vallejo, California, made complaint of an advance of 25 cents for telephone service. Correspondence disclosed that this was a matter covered by this Commission's General Order No. 17, restoring all rates raised subsequent to October 10, 1911, to the rates effective on that date.

ADVANCED RATE.

I. C. No. 121½.

On April 24th Mr. A. Albrecht of Fresno, California, made a complaint relative to an advance in the telephone service by The Pacific Telegraph and Telephone Company.

After an investigation, the charges were restored to the basis of October 10, 1911.

ADVANCED RATE.

I. C. No. 122½.

On April 25, 1912, E. A. Ricker, of Hanford, California, made complaint relative to an advance in charge for telephone service.

After correspondence, it was found that the advances referred to lay within the scope of General Order No. 17 and charge was reduced to the basis as of October 10, 1911.

ADVANCED RATE.

I. C. No. 123½.

On May 2d Clarence F. Lea, Santa Rosa, California, made complaint that certain charges for farmer line telephone service and rural telephone service in and about Santa Rosa had been made. After investigation, the Commission found that such rates as had been unlawfully advanced would be reduced in compliance with the Commission's General Order No. 17, and were so restored.

PROTEST AGAINST PROPOSED TOLL RATES.**I. C. No. 138.**

May 4th Frank M. Hill, for the Fresno Traffic Association, Fresno, California, made complaint relative to the proposed general toll schedule submitted by The Pacific Telegraph and Telephone Company.

He was informed that this complaint would be given due consideration before a final disposition by the Commission relative to the proposed schedule.

ADVANCED RATE.**I. C. No. 144½.**

On May 6th R. B. Bell of Berkeley, California, made complaint that the charge for telephone service to the Charity Organization Society of Berkeley had been raised. After investigation they were informed that "as to rates, tolls, rentals or charges which this Commission will have jurisdiction to establish after March 23, 1912, the public utilities may continue to charge such lesser rates, tolls, rentals and charges as they may now be charging, whether such rates, tolls, rentals or charges be set out in their schedules or are deviations therefrom, until the decision of this Commission upon such applications." In other words, it was found to be a case in which it was optional with the telephone company as to whether or not they would continue granting the usual concession.

ADVANCED RATE.**I. C. No. 145½.**

On May 7, 1912, G. D. Clark, of San Francisco, California, made complaint relative to advances being made by The Pacific Telegraph and Telephone Company in and around Palo Alto.

Upon investigation, it was found that the rates referred to were covered by General Order No. 17. In compliance therewith, the telephone company restored their charges in effect as of October 10, 1911.

ELIMINATION OF CONCESSION.**I. C. No. 147.**

May 7th Mr. P. F. Bullington, of Chico, California, made complaint relative to the elimination of the concession previously enjoyed by the Pride of Butte Lodge, Knights of Pythias.

He was informed relative to General Order No. 15, the effect of which was to make it optional with the telephone company as to whether or not such concessions be continued pending a final disposition of the general subject by this Commission.

DISCRIMINATORY PRACTICE IN RE TELEGRAPH CALLS.**I. C. No. 154.**

May 16th Mr. N. Waymire, of Oakland, California, made complaint relative to alleged discriminatory practice on the part of The Pacific Telegraph and Telephone Company in the matter of securing service with telegraph offices.

The matter was taken under advisement by the Commission.

DIFFICULTY IN SECURING TELEPHONE SERVICE.**I. C. No. 159.**

April 13th Mrs. Ellis Decker made complaint relative to the difficulty of securing telephone service in Berkeley, California.

After an investigation by the Commission, the service was promptly installed.

PROTEST AGAINST TRANSBAY RATE.**I. C. No. 167.**

May 22d the Vernon-Rock Ridge Improvement Club, M. C. Holman, secretary and treasurer, made complaint in the form of a resolution relative to the transbay switching rate of The Pacific Telegraph and Telephone Company.

After due investigation, already under way by the Commission, an agreement was reached with The Pacific Telegraph and Telephone Company by which the transbay rate was reduced from 15 cents to 10 cents for two-number service.

PROTEST AGAINST TOLL RATES.

I. C. No. 168.

May 15th D. O. Janeway, of Ramona, California, made complaint relative to certain toll rates established by The Pacific Telegraph and Telephone Company.

After an investigation it was found that these rates were in accordance with established schedules and were involved in a general study being made of toll rates in California. Mr. Janeway was advised to that effect.

PROTEST AGAINST TRANSBAY RATE.

I. C. No. 171.

May 23d Mr. H. C. Cutting of San Francisco, California, made complaint relative to some of the practices of The Pacific Telegraph and Telephone Company, with particular reference to the transbay rate for two-number service, and was advised of the adjustment already reached by this Commission resulting in the reduction in the transbay rate from 15 cents to 10 cents, and was advised that other phases of his complaint were under investigation.

ADVANCED RATE.

I. C. No. 173½.

On May 27th E. R. Tindall, of Watsonville, California, made complaint relative to the elimination of concession formerly enjoyed by the fraternal organizations of that city.

He was informed that pending a definite disposition of this subject by the Commission, it was optional with the telephone company as to whether or not concessions enjoyed by fraternal organizations would be continued or not.

INADEQUACY OF TELEPHONE SERVICE.

I. C. No. 179.

May 22d M. M. Hawkins, of San Francisco, made complaint relative to the inadequacy of his telephone service.

In view of the circumstances, Mr. Hawkins was referred to the Public Utilities Committee of the Board of Supervisors of San Francisco.

INFORMAL COMPLAINT IN RE INVASION OF TERRITORY.

I. C. No. 183.

On May 31st Robert L. Swanson, of Red Bluff, California, made complaint relative to the alleged invasion of territory being served by him as a public utility on the part of The Pacific Telegraph and Telephone Company.

Complaint was taken under investigation to be considered in conjunction with a petition on the part of the Tehama County Telephone Company.

DISCRIMINATORY TOLL RATES.

I. C. No. 187.

On June 21st R. R. Richey, representing Chamber of Commerce in the city of Redlands, California, made complaint relative to certain alleged discriminatory toll rates affecting that community.

After investigation, the Chamber of Commerce was advised to make formal complaint.

DISCRIMINATORY RATES.

I. C. No. 188.

June 20th Messrs. Leonard & Surr, attorneys of San Bernardino, California, complained relative to certain alleged discrimination in the matter of telephone

service rendered by the Southwestern Home Telephone Company of Redlands, California.

After an informal investigation, the Commission was informed of an amicable adjustment between the complainants. Complaint was filed without action.

PROTEST AGAINST FIVE DOLLAR DEPOSIT.

I. C. No. 193.

June 3, The Barber Asphalt Paving Company of San José, California, made complaint relative to the practice on the part of The Pacific Telephone and Telegraph Company of exacting a \$5.00 deposit as a condition of rendering service.

Complaint was advised that this partial practice on the part of the telephone company was under investigation by the Commission, but pending the Commission's decision the matter was referred to the telephone company for adjustment. Deposit was returned.

ADVANCED RATE.

I. C. No. 214.

June 10th, Mr. D. M. Sullivan of Auburn, California, made complaint of being overcharged for telephone service by The Pacific Telephone and Telegraph Company.

Investigation did not support the allegation, which was apparently based upon a misunderstanding of the application of General Order No. 17.

DIFFICULTY IN SECURING TELEPHONE SERVICE.

I. G. No. 228.

June 15th, the Brooke Realty Company of Sacramento, California, made complaint relative to the difficulty of securing telephone service in North Sacramento.

After an investigation, adjustments were reached by which telephone service was installed.

ADVANCED RATE.

I. C. No. 237.

June 26th, Rev. Jas. H. Rogers of Stockton, California, made complaint relative to the withdrawal of the concession which he had previously been given.

He was informed that pending the final disposition of the subject of concessions generally it was optional with the telephone company whether or not his concession was continued.

DELAY IN INSTALLING SERVICE.

I. C. No. 239.

June 7th, the Woodland Market of Oakland, California, made complaint relative to the delay of The Pacific Telephone and Telegraph Company in installing desired telephone service.

After an investigation by the Commission, the service was promptly installed.

Complaints in which Reparation was Authorized on Informal Investigations.

(October 10, 1911, to June 30, 1912.)

Informal Reparation Claims.

EMPTY FRUIT BOXES.

63 C. 445. *Frank Simpson Fruit Company vs. Wells, Fargo Express Company*, July 2, 1912; refund of \$7.20 on shipment of empty fruit boxes from Verdemont to Los Angeles, account excessive rate.

CEMENT.

63 C. 591. *Pacific Portland Cement Company vs. Southern Pacific Company*, February 24, 1912; refund of \$206.99 on seven cars of cement from Tolenas, California, to Fellows, Moron and Signa, California, on account of excessive rate.

BOILERS.

63 C. 610. *J. F. Lucey & Company vs. Atchison, Topeka and Santa Fé Railway*, July 16, 1912; refund of \$3.73 on one car boilers from Bakersfield to Welco, California, on account of excessive rate.

TELEPHONE POLES.

63 C. 629. *Associated Pipe Line Company vs. Southern Pacific Company*, February 27, 1912; refund of \$25.00 on ten (10) telephone poles from Richmond, California, to be distributed between Nichols and Crows Landing, California, on account of excessive rate.

WHEAT.

63 C. 631. *Olive Milling Company vs. Atchison, Topeka and Santa Fé Railway*, March 14, 1912; refund of \$25.49 on two cars wheat from San Diego to Olive, California, on account of excessive rate.

LIME.

63 C. 641. *Pacific Lime and Plaster Company vs. Atchison, Topeka and Santa Fé Railway*, March 14, 1912; refund of \$197.45 on two cars of lime from San Francisco to Arlington, California, on account of excessive rate.

CATTLE.

63 C. 642. *Pioneer Truck and Transfer Company vs. Southern Pacific Company*, February 27, 1912; refund of \$222.24 on eight cars of cattle from Santa Margarita to Drake, California, on account of excessive rate.

IRON BOLTS.

63 C. 646. *Benicia Iron Works vs. Southern Pacific Company*, February 19, 1912; refund of \$2.74 on shipment of iron bolts from Mail Dock to Monarch, on account of excessive rate.

SCRAP IRON.

63 C. 648. *Pacific Pipe Company vs. Western Pacific Company*, February 26, 1912; refund of \$10.08 on shipment of one carload scrap iron from Oakland to San Francisco, on account of excessive rate.

CLAY.

63 C. 670. *Pacific Sewer Pipe Company vs. Atchison, Topeka and Santa Fé Railway*, March 14, 1912; refund of \$149.23 on shipment of 25 carloads of clay from Elsinore to Corona, on account of excessive rate.

SHAVINGS.

63 C. 672. *Cleghorn Bros. vs. Atchison, Topeka and Santa Fé Railway*, March 9, 1912; refund of \$71.82 on shipment of two carloads of shavings from Redondo to Highland, on account of excessive rate.

GRANITE PAVING BLOCKS.

63 C. 677. *Llewelyn J. Allen vs. Atchison, Topeka and Santa Fé Railway*, February 20, 1912; refund of \$99.80 on shipment of two carloads of granite paving blocks from San Diego to Los Angeles, on account of excessive rate.

BARLEY.

63 C. 678. *John Wagner vs. Atchison, Topeka and Santa Fé Railway*, March 23, 1912; refund of \$18.69 on shipment of one carload of barley from El Toro to Placentia, on account of excessive rate.

CORN.

63 C. 688. *Tarr & McComb vs. Atchison, Topeka and Santa Fé Railway*, March 20, 1912; refund of \$10.71 on shipment of one carload corn from Gosford to Pasadena, on account of excessive rate.

POWDER.

63 C. 712. *Du Pont de Nemours Powder Company vs. Atchison, Topeka and Santa Fé Railway*, February 23, 1912; refund of \$427.75 on seven shipments of powder from Dupont to Nevada City, on account of excessive rate.

PLASTER.

63 C. 713. *Acme Cement Plaster Company vs. Atchison, Topeka and Santa Fé Railway*, February 23, 1912; refund of \$22.50 on shipment of two carloads of plaster from Los Angeles to Central avenue, on account of excessive rate.

LIVE STOCK.

63 C. 736. *Moore & Towne vs. Southern Pacific Company*, May 31, 1912; refund of \$23.43 on various shipments of carloads of live stock from Salinas and Chualar to Santa Cruz, on account of excessive rate.

CATTLE.

63 C. 737. *F. R. Walti vs. Southern Pacific Company*, March 29, 1912; refund of \$12.00 on shipment of two carloads cattle from Monterey to San Lucas, on account of excessive rate.

TOMATOES.

63 C. 748. *California Fruit Owners' Association vs. Pacific Electric Company*, April 2, 1912; refund of \$115.08 on shipment of twenty-one carloads of tomatoes from Arcadia to Los Angeles, on account of excessive rate.

CRUDE OIL.

63 C. 752. *Union Oil Company vs. Southern Pacific Company*, April 23, 1912; refund \$57.66 on shipment of one carload of crude oil from Strathearn to Santa Barbara, on account of excessive rate.

GRAIN.

63 C. 765. *San Pedro Dock Company vs. Southern Pacific Company*, March 8, 1912; refund of \$108.68 on shipment of grain over their wharves at San Pedro, on account of excessive rate.

NAILS.

63 C. 775. *Pacific Hardware and Steel Company vs. Atchison, Topeka and Santa Fé Railway*, June 20, 1912; refund of \$5.40 on shipment of two carloads of nails from San Francisco to Oakland, on account of excessive rate.

CORD WOOD.

63 C. 780. *William McKinnon vs. Southern Pacific Company*, June 24, 1912; refund of \$20.76 on shipment of one carload of redwood, pine and peeled oak from Newell Creek Mill to Burlingame, on account of excessive rate.

HORSE.

63 C. 781. *Joseph Heinlen Company vs. Southern Pacific Company*, June 24, 1912; refund of \$76.32 on shipment of one horse from Armona to Los Banos, on account of excessive rate.

LUMBER.

63 C. 787. *Laurel Lumber Company vs. Northwestern Pacific*, February 27, 1912; refund of \$41.48 on shipment of one carload of lumber from Camp Seven to Eureka, on account of excessive rate.

BARLEY.

63 C. 788. *Associated Oil Company vs. Atchison, Topeka and Santa Fé Railway*, February 27, 1912; refund of \$41.08 on four shipments of barley from Oakdale to Wasco, on account of excessive rate.

COTTONSEED OIL.

63 C. 796. *Los Angeles Soap Company vs. Southern Pacific Company*, February 23, 1912; refund of \$144.33 on shipment of one carload of cottonseed oil from El Centro to Los Angeles, on account of excessive rate.

HAY.

63 C. 797. *Tarr & McComb vs. Southern Pacific Company*, June 24, 1912; refund of \$6.68 on shipment of one carload of hay from Visalia to Fellows, on account of excessive rate.

HORSES.

63 C. 798. *E. Stewart & Company vs. Southern Pacific Company*, June 24, 1912; refund of \$78.82 on shipment of two carloads of horses from Cadenasso to San Francisco, on account of excessive rate.

RAISINS.

63 C. 799. *J. B. Inderrieden Company vs. Atchison, Topeka and Santa Fé Railway*, June 28, 1912; refund of \$34.98 on seven shipments of raisins from Yettem to Fresno, on account of excessive rate.

ROCK.

63 C. 801. *Southern Pacific Milling Company vs. Southern Pacific Company*, June 24, 1912; refund of \$29.80 on shipment of one carload of rock from Dillon to Moore Park, on account of excessive rate.

ALCOHOL.

63 C. 808. *Crown Distilleries Company vs. Southern Pacific Company*, April 23, 1912; refund of \$6.65 on shipment of two carloads of alcohol from Agnew to San Francisco, on account of excessive rate.

CRUDE OIL.

63 C. 808. *Coalinga Gas and Power Company vs. Southern Pacific Company*, April 22, 1912; refund of \$165.94 on shipment of six carloads crude oil from Ora to Coalinga, on account of excessive rate.

STRUCTURAL IRON.

63 C. 809. *Pacific Portland Cement Company vs. Southern Pacific Company*, August 5, 1912; refund of \$4.24 on one car structural iron from Benicia Mail Dock to Tolenas, on account of excessive rate.

BOILERS.

63 C. 814. *Associated Supply Company vs. Southern Pacific Company*, March 14, 1912; refund of \$84.27 on shipment of two carloads of boilers from San Francisco to Coalinga, on account of excessive rate.

BONES.

63 C. 816. *Pacific Bone, Coal and Fertilizing Company vs. Atchison, Topeka and Santa Fé Railway*, April 19, 1912; refund of \$27.90 on shipment of one carload of bones from Lanare to San Francisco, on account of excessive rate.

FRUIT JARS.

63 C. 817. *Illinois Pacific Glass Company vs. Atchison, Topeka and Santa Fé Railway*, February 23, 1912; refund of \$7.50 on shipment of one carload fruit jars from San Francisco to San Diego, on account of excessive rate.

STRUCTURAL IRON.

63 C. 818. *Pacific Rolling Mill Company vs. Atchison, Topeka and Santa Fé Railway*, November 18, 1911; refund of \$23.45 on shipment of one carload structural iron from San Francisco to Nichols, on account of excessive rate.

HAY.

63 C. 819. *E. L. Farley vs. Southern Pacific Company*, June 24, 1912; refund of \$2.12 on shipment of one carload of hay from Livermore to Alvarado, on account of excessive rate.

SALT.

63 C. 821. *West Shore Salt Company vs. Southern Pacific Company*, February 23, 1912; refund of \$240.20 on shipment of 24 carloads of salt from Arffs to San Francisco, on account of excessive rate.

STOCK DRIVERS' FARES.

63 C. 823. *Los Angeles Packing Company vs. Southern Pacific Company*, August 7, 1912; refund of three fares paid from Los Angeles to Famosa, Sanger, and Santa Paula, \$16.10, account stock drivers.

FLOUR AND MEAL.

63 C. 825. *F. J. Cornes vs. Southern Pacific Company*, June 24, 1912; refund of \$7.12 on shipment of carload of mixed feed, flour, and meal from Los Angeles to Monrovia, on account of excessive rate.

CRUDE OIL.

63 C. 826. *R. H. Fremlin vs. Southern Pacific Company*, June 24, 1912; refund of \$12.58 on shipment of one carload of crude oil from Santa Paula to Fillmore, on account of excessive rate.

CLAY.

63 C. 827. *Pacific Tile and Terra Cotta Works vs. Tonopah and Tidewater Company*, March 4, 1912; refund of \$203.10 on shipment of one carload of clay from Morrison's Spur to Tropic, on account of excessive rate.

FIRE BRICK AND CLAY.

63 C. 829. *Carnegie Brick and Pottery Company vs. Southern Pacific Company*, April 17, 1912; refund of \$25.98 on shipment of one carload of fire brick and clay from Lyoth to Lamoline, on account of excessive rate.

FUEL OIL.

63 C. 832. *Associated Oil Company vs. Southern Pacific Company*, February 23, 1912; refund of \$270.14 on shipment of seven carloads of fuel oil from Olig to Suplico, on account of excessive rate.

APPLES.

63 C. 833. *Michener & Hughes vs. Southern Pacific Company*, February 23, 1912; refund of \$15.39 on shipment of two carloads of apples from Watsonville to Pasadena, on account of excessive rate.

CRUDE OIL.

63 C. 834. *Golden State Canning Company vs. Southern Pacific Company*, February 23, 1912; refund of \$35.99 on shipment of four carloads of crude oil from Chino to Ontario, on account of excessive rate.

BRICK.

63 C. 835. *Port Costa Brick Works vs. Southern Pacific Company*, March 8, 1912; refund of \$121.38 on shipment of nine carloads of brick from Nevada Dock to Newman, on account of excessive rate.

MULES.

63 C. 836. *Pinkham & Hickson vs. Southern Pacific Company*, June 24, 1912; refund of \$30.80 on shipment of two mules from Tannersville to Fernando, on account of excessive rate.

MINERAL WATER.

63 C. 840. *Westside Bottling Works vs. Southern Pacific Company*, February 27, 1912; refund of \$8.72 on shipment of one carload of mineral water from Martinez to Moron, on account of excessive rate.

BUTTER.

63 C. 841. *Swift & Company vs. Atchison, Topeka and Santa Fé Railway*, June 24, 1912; refund of \$14.85 on shipment of one carload of butter from Petaluma to Los Angeles, on account of excessive rate.

SALT.

63 C. 842. *Los Angeles Soap Company vs. Southern Pacific Company*, February 27, 1912; refund of \$19.16 on shipment of one carload of salt from Los Angeles to Oxnard, on account of excessive rate.

FLOUR.

63 C. 843. *Pacific Portland Cement Company vs. Southern Pacific Company*, February 24, 1912; refund of \$17.28 on shipment of one carload of flour from San Francisco to Tolenas, on account of excessive rate.

LUMBER.

63 C. 846. *Diamond Match Company vs. Southern Pacific Company*, February 19, 1912; refund of \$21.96 on shipment of two carloads of lumber from Barber to Hamilton, on account of excessive rate.

LUMBER.

63 C. 847. *Wm. Jones vs. Southern Pacific Company*, February 27, 1912; refund of \$7.50 on shipment of one carload of lumber from Barber to Los Molinos, on account of excessive rate.

STONE.

63 C. 853. *Thos. Holmes & Company vs. Atchison, Topeka and Santa Fé Railway*, February 20, 1912; refund of \$29.04 on shipment of one carload of stone from Alberhill to Pasadena, on account of excessive rate.

ALFALFA MEAL.

63 C. 854. *Howard & Company vs. Western Pacific Railway*, February 20, 1912; refund of \$2.25 on shipment of one carload of alfalfa meal from Stockton to Oakland, on account of excessive rate.

CRUDE OIL.

63 C. 855. *Union Oil Company of California vs. Southern Pacific Company*, August 6, 1912; refund of \$197.98 on one carload crude oil from Oil City to Pitt and returned to Oleum, account excessive rate.

HAY.

63 C. 856. *Rouff & Hitchcock vs. Southern Pacific Company*, February 20, 1912; refund of \$24.50 on shipment of five carloads of hay from Gridley to Placerville, on account of excessive rate.

OLD RAILS.

63 C. 857. *Diamond Match Company vs. Southern Pacific Company*, April 4, 1912; refund of \$329.15 on shipment of two carloads of old rails, plates and bolts from Fulda to Chico, on account of excessive rate.

DRIED PRUNES.

63 C. 858. *J. K. Armsby Company vs. Southern Pacific Company*, February 23, 1912; refund of \$92.64 on shipment of six carloads dried prunes from Sunnyvale to Oakland, on account of excessive rate.

FUEL OIL.

63 C. 859. *Taft Petroleum Oil Company vs. Southern Pacific Company*, May 21, 1912; refund of \$26.45 on shipment of one carload fuel oil from Hadley to Casmalia, on account of excessive rate.

BRICK.

63 C. 860. *Golden Gate Brick Company vs. Southern Pacific Company*, February 19, 1912; refund of \$30.00 on shipment of one carload brick from Hislop to San Francisco, on account of excessive rate.

STONE.

63 C. 861. *Pitney Bros. vs. Southern Pacific Company*, March 6, 1912; refund of \$166.87 on shipment of one carload of stone from Haiwee to Los Angeles, on account of excessive rate.

WOOD.

63 C. 862. *P. C. Drescher vs. Southern Pacific Company*, April 12, 1912; refund of \$5.87 on shipment of wood from Palermo to Sacramento, on account of excessive rate.

LUMBER.

63 C. 863. *P. C. Pennoyer & Son vs. Southern Pacific Company*, March 11, 1912; refund of \$33.76 on shipment of two carloads of lumber from Igerna to Yannok, on account of excessive rate.

CLAY.

63 C. 864. *F. Du Bois vs. Southern Pacific Company*, February 19, 1912; refund of \$73.21 on shipment of two carloads of clay from Vacaville to Redwood City, on account of excessive rate.

REDWOOD LOGS.

63 C. 867. *F. W. Georgeson vs. Northwestern Pacific*, March 8, 1912; refund of \$756.45 on shipment of 264 carloads of redwood logs from Larabee to Bucksport, on account of excessive rate.

OIL.

63 C. 1912, 1. *Standard Oil Company vs. Napa Transportation Company*, March 27, 1912; refund of \$11.76 on 200 cases and 40 barrels oil from San Francisco to Mare Island, California, on account of excessive rate.

CITRUS TREES.

63 C. 1912, 2. *Baldwin & Wallace Company vs. Southern Pacific Company*, June 21, 1912; refund of \$3.55 on one car citrus trees from Baldwin avenue to El Modena, California, on account of excessive rate.

EMIGRANT.

63 C. 1912, 4. *Julius R. Smith vs. Southern Pacific Company*, June 21, 1912; refund of \$53.55 on one car emigrant movables from Los Angeles to Thermal, California, on account of excessive rate.

STRAW.

63 C. 1912, 6. *Geo. H. Chisler vs. Southern Pacific Company*, March 5, 1912; refund of \$22.27 on seven cars straw from Bassett to San Dimas, California, on account of excessive rate.

MOLASSES.

63 C. 1912, 13. *Southern California Sugar Company vs. Pacific Electric Railway*, March 6, 1912; refund of \$840.07 on 33 cars molasses from New Delhi to Los Angeles, on account of excessive rate.

CRUDE OIL.

63 C. 1912, 14. *Puente Oil Company vs. Southern Pacific Company*, March 5, 1912; refund of \$14.45 on one car crude oil from Chino to Loma Linda, California, on account of excessive rate.

PIPE.

63 C. 1912, 16. *Pacific Portland Cement Company vs. Southern Pacific Company*, March 5, 1912; refund of \$16.87 on one car pipe from San Francisco to Flint, California, on account of excessive rate.

SUGAR BEETS.

63 C. 1912, 21. *Chas. S. Hardy vs. Atchison, Topeka and Santa Fé Railway*, March 5, 1912; refund of \$75.35 on one car sugar beets from Ranch House to San Diego, California, on account of excessive rate.

BRICK.

63 C. 1912, 22. *Pioneer Brick Company and Richmond Brick Company vs. Southern Pacific Company*, July 26, 1912; refund of \$80.67 on 28 cars brick from Richmond, Visalia, Christie, and Antioch to San Francisco, on account of excessive rate.

CLAM SHELLS.

63 C. 1912, 23. *J. E. de Young vs. Southern Pacific Company*, March 25, 1912; refund of \$3.00 on one car crushed clam shells from Long Beach to Merced, California, on account of excessive rate.

CEMENT.

63 C. 1912, 24. *Pacific Portland Cement Company vs. Southern Pacific Company*, March 6, 1912; refund of \$19.01 on one car cement from Tolenas to Mattel, California, on account of excessive rate.

EMIGRANT MOVABLES.

63 C. 1912, 26. *A. Englehardt vs. Southern Pacific Company*, June 26, 1912; refund of \$94.40 on one car emigrant movables from Los Angeles to Brawley, California, on account of excessive rate.

EMIGRANT MOVABLES.

63 C. 1912, 27. *J. B. Leininger vs. Southern Pacific Company*, June 24, 1912; refund of \$21.00 on one car emigrant movables from Muscatel to Los Gatos, California, on account of excessive rate.

CRUDE OIL.

63 C. 1912, 28. *Union Oil Company vs. Southern Pacific Company*, August 3, 1912; refund of \$54.59 on one car crude oil from Oil City to Ione and returned to Oleum, account excessive rate.

ROCK.

63 C. 1912, 29. *L. A. Durfey vs. Southern Pacific Company*, June 26, 1912; refund of \$21.60 on one car rock from Wallace to Lodi, California, on account of excessive rate.

POTATOES.

63 C. 1912, 30. *McMillin-Gordon Company vs. Southern Pacific Company*, March 25, 1912; refund of \$42.61 on two cars of potatoes from Dorris to Sacramento, California, on account excessive rate.

DRIED FRUIT.

63 C. 1912, 33. *California Fruit Cannery Association vs. Southern Pacific Company*, March 6, 1912; refund of \$9.97 on one car of dried fruit from Yuba City to Marysville, California, on account of excessive rate.

CRUDE OIL.

63 C. 1912, 34. *Standard Oil Company vs. Pacific Electric Railway*, February 21, 1912; refund of \$318.27 on various shipments of oil from Redondo to Moneta, California, on account of excessive rate.

AXLE GREASE, LUBRICATING OIL.

63 C. 1912, 35. *Standard Oil Company vs. Southern Pacific Company*, March 14, 1912; refund of \$2.53 on various less carload shipments of petroleum, lubricating oil and axle grease from Richmond to San José, California, on account of excessive rate.

EMIGRANT MOVABLES.

63 C. 1912, 36. *Geo. C. Brown vs. Southern Pacific Company*, June 24, 1912; refund of \$1.28 on shipment of emigrant movables from Rosamond to El Monte, California, on account of excessive rate.

WINE.

63 C. 1912, 37. *E. H. Lancel Company vs. Southern Pacific Company*, March 11, 1912; refund of \$212.28 on fifteen cars of wine from St. Helena and Zinfandel to Martinez, California, on account of excessive rate.

VETCH SEED.

63 C. 1912, 38. *Dunbar Hansen Company vs. Atchison, Topeka and Santa Fé Railway*, March 11, 1912; refund of \$40.69 on one car of vetch seed from San Diego to San Bernardino, California, on account of excessive rate.

COTTONSEED HULLS.

63 C. 1912, 40. *Riverside Milling and Fuel Company vs. Southern Pacific Company*, April 1, 1912; refund of \$20.00 on one car cottonseed hulls from El Centro to Riverside, California, on account of excessive rate.

CRUDE OIL.

63 C. 1912, 42. *Tarr & McComb, Inc., vs. Southern Pacific Company*, March 20, 1912; refund of \$10.08 on two cars of crude oil from Los Angeles to Monrovia, California, on account of excessive rate.

CORD WOOD.

63 C. 1912, 44. *Hyatt & Morrison vs. Southern Pacific Company*, March 29, 1912; refund of \$6.80 on one car of cordwood from Bennett to Sacramento, California, on account of excessive rate.

DRIED FRUIT.

63 C. 1912, 45. *Guggenlime & Company vs. Atchison, Topeka and Santa Fé Railway*, March 20, 1912; refund of \$167.34 on two cars of dried fruit from Fresno to San Francisco and Oakland wharf, on account of excessive rate.

BED WEIGHTS.

63 C. 1912, 46. *Enterprise Foundry Company vs. Atchison, Topeka and Santa Fé Railway*, March 25, 1912; refund of \$87.53 on shipment of bed weights from San Francisco to Los Angeles, on account of excessive rate.

APRICOT KERNELS.

63 C. 1912, 47. *Guggenlime & Company vs. Atchison, Topeka and Santa Fé Railway*, March 29, 1912; refund of \$87.74 on car of apricot kernels from Fresno to San Francisco, California, on account of excessive rate.

CRUDE OIL.

63 C. 1912, 48. *Union Oil Company vs. Southern Pacific Company*, March 25, 1912; refund of \$7.28 on one car of oil from Oleum to Urgan, California, on account of excessive rate.

ROCK.

63 C. 1912, 49. *Baker & Hamilton vs. Southern Pacific Company*, May 29, 1912; refund of \$23.31 on one car rock from Niles to Ingleside, California, on account of excessive rate.

DRIED FRUIT.

63 C. 1912, 50. *J. K. Armsby Company vs. Southern Pacific Company*, March 23, 1912; refund of \$121.31 on five cars of dried fruit from Sunnyvale to Oakland, California, on account of excessive rate.

COTTONSEED MEAL.

63 C. 1912, 51. *Imperial Valley Oil and Cotton Company vs. Southern Pacific Company*, April 2, 1912; refund of \$225.28 on three cars of cottonseed meal from El Centro to Los Angeles, California, on account of excessive rate.

MANURE.

63 C. 1912, 52. *E. Clemens Horst Company vs. Southern Pacific Company*, April 2, 1912; refund of \$100.62 on various cars of manure from San Francisco to Perkins, Ben Ali, and Wheatland, California, on account of excessive rate.

CITRUS TREES.

63 C. 1912, 53. *Baldwin & Wallace Nurseries vs. Southern Pacific Company*, June 24, 1912; refund of \$7.07 on one car of citrus trees from Baldwin avenue to El Modena, California, on account of excessive rate.

SCRAP IRON AND CASTINGS.

63 C. 1912, 54. *Columbia Steel Company vs. Atchison, Topeka and Santa Fe Railway*, April 25, 1912; refund of \$65.44 on five cars rough castings and scrap iron from San Francisco to Pittsburg, California, on account of excessive rate.

CEMENT.

63 C. 1912, 54a. *Santa Cruz Portland Cement Company vs. Southern Pacific Company*, August 5, 1912; refund of \$25.99 on three cars of cement from Davenport to Spence, California, on account of excessive rate.

SALT.

63 C. 1912, 55. *F. A. Guernsey vs. Stockton Terminal and Eastern Railroad*, May 28, 1912; refund of \$10.60 on one car salt from Stockton to Linden, California, on account of excessive rate.

BARLEY.

63 C. 1912, 56. *Girvin & Eyre vs. Southern Pacific Company*, June 24, 1912; refund of \$9.72 on one car barley from Visalia to Tagus, on account of excessive rate.

BRICK.

63 C. 1912, 57. *James Graham Manufacturing Company vs. Southern Pacific Company*, April 6, 1912; refund of \$15.86 on one car brick from Centerville to Newark, California, on account of excessive rate.

LUMBER.

63 C. 1912, 59. *California Pine Box and Lumber Company vs. Southern Pacific Company*, April 17, 1912; refund of \$13.11 on one car lumber from Placerville to Jura, California, on account of excessive rate.

CORDWOOD.

176. *Hammond Lumber Company vs. Northwestern Pacific Railroad*, April 12, 1912; refund of \$14.00 on two cars of cordwood from Samoa to Thompson, California, on account of excessive rate.

CATTLE.

128-05. *Cudahy Packing Company vs. Southern Pacific Company*, July 26, 1912; permission granted to cancel uncollected undercharge of \$48.80 on eight cars of cattle from Connors to Los Angeles, California, on account of excessive rate.

HORSE.

128-020. *W. C. Moore vs. Southern Pacific Company*, August 16, 1912; refund of \$11.09 on shipment of one horse from Brawley to Riverside, on account of excessive rate.

LUMBER.

128-039. *California Pine Box and Lumber Company vs. Western Pacific Railway Company*, March 18, 1912; refund of \$484.26 on 66 cars of lumber from Davis Spur to Loyalton, California, on account of excessive rate.

ROCK.

128-049. *Baker & Hamilton vs. Southern Pacific Company*, May 9, 1912; refund of \$27.81 on one car of rock from Ingleside to San Francisco, on account of excessive rate.

WINE.

128-061. *California Wine Association vs. Southern Pacific Company*, April 23, 1912; refund of \$23.29 on one car of wine from Port Costa to Calwa, California, on account of excessive rate.

FRUIT TREES.

128-063. *Hendley & Miller vs. Southern Pacific Company*, June 24, 1912; refund of \$20.38 on three cars of fruit trees from Baldwin avenue to Anaheim, California, on account of excessive rate.

FLOUR.

128-064. *Pacific Portland Cement Company vs. Southern Pacific Company*, April 17, 1912; refund of \$29.26 on two cars flour from San Francisco to Tolenas, California, on account of excessive rate.

LUMBER.

128-065. *W. C. Pennoyer vs. Southern Pacific Company*, April 23, 1912; refund of \$22.04 on two cars of lumber from Igerna to Pennoyer and Yannah, California, on account of excessive rate.

MAGNESITE.

128-066. *Floriston Pulp and Paper Company vs. Southern Pacific Company*, April 22, 1912; refund of \$55.44 on three cars magnesite from Livermore to San Francisco, on account of excessive rate.

LIME.

128-067. *Shasta Lime Products Company vs. Southern Pacific Company*, April 12, 1912; refund of \$10.85 on one car of lime from Pitt to San José, California, on account of excessive rate.

BANANA CRATES.

128-068. *Frank Simpson Fruit Company vs. Atchison, Topeka and Santa Fé Railway*, April 17, 1912; refund of \$6.26 on shipments of empty banana crates from southern California points to Los Angeles, on account of excessive rate.

SUGAR BEETS.

128-069. *Anaheim Sugar Company vs. Atchison, Topeka and Santa Fé Railway*, April 17, 1912; refund of \$27.17 on 25 cars of sugar beets from Anaheim to Orange, California, on account of excessive rate.

WHEAT.

128-071. *Newmark Grain Company vs. Pacific Electric Railway*, April 22, 1912; refund of \$15.94 on one car of wheat from San Pedro to Cypress, California, on account of excessive rate.

RUGS.

128-072. *T. A. Jones & Son vs. Pacific Coast Steamship Company*, May 21, 1912; refund of \$3.34 on three bales rugs from San Francisco to Santa Maria, California, on account of excessive rate.

TANBARK.

128-073. *Wagner Leather Company vs. Southern Pacific Company*, April 25, 1912; refund of \$102.98 on four cars tanbark from Santa Cruz to Stockton, California, on account of excessive rate.

SHEEP.

128-074. *San Clemente Wool Company vs. Southern Pacific Company*, June 21, 1912; refund of \$302.46 on 10 cars of sheep from San Pedro to Brawley, California, on account of excessive rate.

CATTLE.

128-075. *California Dressed Beef Company vs. Southern Pacific Company*, May 3, 1912; refund of \$152.02 on four cars of cattle from Lone Pine to Los Angeles, California, on account of excessive rate.

WHEAT.

128-077. *S. S. Brenah vs. Southern Pacific Company*, May 7, 1912; refund of \$14.95 on one car of wheat from Canoga to Fernando, California, on account of excessive rate.

SHAVINGS.

I.C. 79. *A. A. Cox vs. Atchison, Topeka and Santa Fé Railway*, June 18, 1912; refund of \$192.16 on 14 cars shavings from Redondo and Hermosa Beach to San Bernardino, California, on account of excessive rate.

SUGAR BEETS.

128-079. *Union Sugar Company vs. Southern Pacific Company*, May 7, 1912; refund of \$171.94 on 576 cars of sugar beets from Barsag and Bragus to Betteravia, California, on account of excessive rate.

SUGAR BEETS.

128-080. *American Beet Sugar Company vs. Pacific Electric Railway Company*, May 7, 1912; refund of \$77.05 on 13 shipments of sugar beets from Chino to Artesia, California, on account of excessive rate.

COAL.

128-081. *Murphy Ice and Fuel Company vs. Southern Pacific Company*, May 9, 1912; refund of \$8.46 on one car coal from Stockton to Cowell, California, on account of excessive rate.

FUEL OIL.

128-082. *Southern California Sugar Company vs. Pacific Electric Railway*, May 7, 1912; refund of \$1,064.98 on 158 or more cars fuel oil from Los Angeles to New Delhi, California, on account of excessive rate.

SUGAR.

128-083. *M. A. Newmark Company vs. Atchison, Topeka and Santa Fé Railway*, May 9, 1912; refund of \$51.00 on two cars of sugar from Los Angeles to Bakersfield, California, on account of excessive rate.

LIME.

128-084. *Standard Oil Company vs. Atchison, Topeka and Santa Fé Railway*, May 14, 1912; refund of \$56.02 on three cars bulk lime from Tehachapi to El Segunda, California, on account of excessive rate.

SAND.

128-085. *Tejunga Rock Company vs. Southern Pacific Company*, May 16, 1912; refund of \$22.80 on one car sand from Tejunga to Goleta, California, on account of

LIVE STOCK.

128-086. *Waltz & Schilling vs. Southern Pacific Company*, July 26, 1912; permission granted to cancel uncollected undercharge of \$465.02 on 39 cars of live stock from various points in California to Santa Cruz, California, on account of excessive rate.

LIME ROCK.

128-087. *Pacific Portland Cement Company vs. Southern Pacific Company*, May 20, 1912; refund of \$1,014.13 on 11 cars powdered lime rock from Tolenas and Flint to Madera, California, on account of excessive rate.

POTATOES.

128-089. *Weyl Zuckerman Company vs. Atchison, Topeka and Santa Fé Railway*, May 21, 1912; refund of \$52.08 on four cars of potatoes from Stockton to Los Angeles, San Diego, and San Bernardino, on account of excessive storage rate.

HONEY.

128-090. *Guggenlime Company vs. Southern Pacific Company*, May 29, 1912; refund of \$88.54, on two carloads of honey from Lang and Humphreys to San Francisco, on account of excessive rate.

POTATOES.

128-091. *F. L. Fallas vs. Atchison, Topeka and Santa Fé*, May 29, 1912; refund of \$44.55 on potato shipments from Stockton to Los Angeles, on account of excessive storage charges.

POTATOES.

128-092. *Hobbs-Parsons Company vs. Atchison, Topeka and Santa Fé*, May 29, 1912; refund of \$9.60 on one car of potatoes shipped from Stockton to Taft, on account of excessive storage charges.

POTATOES.

128-093. *Dunbar Hansen Company vs. Atchison, Topeka and Santa Fé*, May 29, 1912; refund of \$13.25 on shipment of two cars of potatoes shipped from Stockton to Los Angeles, on account of excessive storage charge.

POTATOES.

128-094. *L. Soatena & Company vs. Atchison, Topeka and Santa Fé*, May 29, 1912; refund of \$12.15 on shipment of 270 sacks of potatoes from Stockton to San Diego, on account of excessive storage charge.

BLASTING POWDER.

128-096. *California Hardware Company vs. Southern Pacific Company*, May 31, 1912; refund of \$18.74 on shipment of two less carload shipments of blasting powder from Waltz to Declez, on account of excessive rate.

CLAY.

128-098. *Warman Steel Casting Company vs. Atchison, Topeka and Santa Fé*, June 20, 1912; refund of \$47.99 on shipment of one carload clay from Alberhill to Redondo Beach, on account of excessive rate.

REFUSE MOLASSES.

128-099. *Western Grain and Sugar Products Company vs. Southern Pacific Company*, June 11, 1912; refund of \$272.46 on shipment of 48 carloads of refuse molasses from Crockett to Agnew, on account of excessive rate.

EMIGRANT MOVABLES.

128-100. *Antonio Lopez vs. Southern Pacific Company*, June 24, 1912; refund of \$5.74 on shipment of household goods from Wintersburg to Thermal, on account of excessive rate.

GROUT.

128-101. *Shaw Bros. vs. Southern Pacific Company*, June 3, 1912; refund of \$8.15 on shipment of one carload grout from Knowles to Raymond, on account of excessive rate.

BEANS.

128-103. *J. K. Armsby Company vs. Southern Pacific Company*, June 21, 1912; refund of \$96.18 on shipment of five carloads of beans from Santa Barbara and Ventura to Oakland Wharf, on account of excessive rate.

HAY.

128-104. *L. Delucchi vs. Southern Pacific Company*, June 24, 1912; refund of \$4.55 on shipment of one carload of hay from Brentwood to Baden, on account of excessive rate.

EXCESS FARE.

128-106. *Mrs. M. J. Calcutt vs. Southern Pacific Company*, June 10, 1912; refund of 35 cents on account of excessive fare charged from Alameda to Ben Lomond and return.

SAND.

128-107. *Diamond Match Company vs. Southern Pacific Company*, June 17, 1912; refund of \$103.92 on one car moulding sand from San Francisco to Barber, California, on account of excessive rate.

HAY.

128-108. *Chinn Warehouse Company vs. Southern Pacific Company*, June 25, 1912; refund of \$80.85 on five cars of hay from Lemoore and Stratton to Moron, California, on account of excessive rate.

CRUDE OIL.

128-110. *Union Oil Company vs. San Pedro, Los Angeles and Salt Lake Railroad*, June 14, 1912; refund of \$23.94 on two cars crude oil from East San Pedro to Raymond, California, on account of excessive rate.

FRUITS AND VEGETABLES.

128-111. *McCloud River Lumber Company vs. McCloud River Railroad*, July 29, 1912; refund of \$17.20 on one car fruit and vegetables from Sacramento to McCloud, California, on account of excessive rate.

CANNED GOODS.

128-112. *Griffin & Skelley Company vs. Atchison, Topeka and Santa Fé Railway*, June 21, 1912; refund of \$291.92 on 47 cars canned goods from Oakland to San Francisco and 13 cars canned goods from San Francisco to Oakland, California, on account of excessive rate.

SUGAR.

128-113. *California Fruit Canners' Association vs. Southern Pacific Company*, July 23, 1912; refund of \$94.33 on one car sugar from Hanford to Stockton, California, on account of excessive rate.

WHEAT.

128-114. *Cartwright & Son vs. Petaluma and Santa Rosa Railway*, June 17, 1912; refund of \$12.00 demurrage charged at Denman, California, on one car wheat, account fault railroad company.

LIME.

128-117. *Southern California Mountain Water Company vs. Atchison, Topeka and Santa Fé Railway*, June 18, 1912; refund of \$74.25 on one car lime from Tehachapi to National City, California, on account of excessive rate.

MACHINEERY.

128-116. *Pioneer Truck Company vs. Atchison, Topeka and Santa Fé Railway*, August 5, 1912; refund of \$69.73 on two lots mining machinery from Los Angeles to Jim Gray Switch, California, on account of excessive rate.

STAVES AND HEADING.

128-118. *Pacific Lime and Plaster Company vs. Southern Pacific Company*, June 25, 1912; refund of \$4.54 on one car staves and heading from Oakland to Sonora, California, on account of excessive rate.

RIPRAP.

128-121. *W. C. Knowles vs. Southern Pacific Company*, June 28, 1912; refund of \$14.00 on one car riprap from Knowles to Raymond, California, on account of excessive rate.

CLAY.

128-122. *E. A. Munns Products Company vs. Southern Pacific Company*, June 29, 1912; refund of \$47.07 on two cars clay from Bryman to Stege, California, on account of excessive rate.

CRUDE OIL.

128-123. *Standard Oil Company vs. Southern Pacific Company*, June 29, 1912; refund of \$127.86 on 128 cars crude oil from Seguro to various points in California, on account of excessive rate.

BEANS.

128-125. *Bell-Mulhern Company vs. Western Pacific Company*, July 6, 1912; refund of \$20.40 on one car beans from Marysville to Sacramento, on account of excessive rate.

SULPHURIC ACID.

128-126. *Standard Oil Company vs. Atchison, Topeka and Santa Fé Railway*, July 6, 1912; refund of \$222.31 on two cars sulphuric acid from Nicholas to El Segundo, California, on account of excessive rate.

CEMENT.

128-127. *Pacific Portland Cement Company vs. Western Pacific Railroad Company*, July 10, 1912; refund of \$7.60 on one car cement from Tolenas to Oroville, California, on account of excessive rate.

GRINDSTONES.

128-128. *Floriston Pulp and Paper Company vs. Southern Pacific Company*, July 13, 1912; refund of \$53.46 on car grindstones from San Francisco to Floriston, California, on account excessive rate.

CORDWOOD.

128-129. *Hammond Lumber Company vs. Northwestern Pacific Railroad*, July 9, 1912; refund of \$161.33 on 18 cars of cordwood from Twenty-five Junction to Samoa, California, on account of excessive rate.

LUMBER.

128-130. *Hammond Lumber Company vs. Northwestern Pacific Railroad*, July 10, 1912; refund of \$14.00 on one car lumber from Samoa to Twenty-five Junction, California, on account of excessive rate.

EXCESS FARE.

128-131. *B. F. Holsaday vs. Southern Pacific Company*, July 19, 1912; refund of 20 cents on account overcharge on round-trip ticket, Santa Cruz to Tulare, California.

GRAIN.

128-134. *Sperry Flour Company vs. Western Pacific Railroad*, July 26, 1912; refund of \$15.33 on six cars of grain from Stockton to Hayward and Sunol, California, on account of excessive rate.

CRUDE OIL.

128-135. *Standard Oil Company vs. Southern Pacific Company*, July 19, 1912; refund of \$6.03 on five cars crude oil from Siguro to Ethanic, and one car to Angiola, on account of excessive rate.

LUMBER.

128-136. *Weed Lumber Company vs. Southern Pacific Company*, July 30, 1912; refund of \$75.31 on 22 cars of lumber from Anderson to Weed, California, on account of excessive rate.

SUGAR REFUSE.

128-138. *Western Grain and Sugar Products Company vs. Southern Pacific Company*, August 5, 1912; refund of \$152.63 on 27 cars refuse from Crockett to Agnew, California, on account of excessive rate.

BARRELS.

128-140. *Henry Cowell Lime and Cement Company vs. Southern Pacific Company*, July 26, 1912; refund of \$2.41 on one car barrels, San Francisco to Felton, California, on account of excessive rate.

BARRELS.

128-141. *Henry Cowell Lime and Cement Company vs. Southern Pacific Company*, July 26, 1912; refund of \$2.41 on one car barrels from San Francisco to Santa Cruz, on account of excessive rate.

PUNCHEONS.

128-143. *Geo. West & Son vs. Southern Pacific Company*, July 26, 1912; refund of \$14.05 on four cars empty puncheons from Winehaven to El Pinal, California, on account of excessive rate.

PUNCHEONS.

128-143a. *Geo. West & Son vs. Southern Pacific Company*, July 25, 1912; refund of \$6.39 on two cars empty puncheons from Woodbridge to El Pinal, California, on account of excessive rate.

RAILROAD TIES.

128-146. *Pacific Light and Power Company vs. Southern Pacific Company*, July 31, 1912; refund of \$4,602.24 on 50 cars railroad ties from Oakland to Gordon, California, on account of excessive rate.

LUMBER.

128-147. *Western Lumber Company vs. San Diego Southwestern Railway*, August 7, 1912; refund of \$22.00 on two cars of lumber from San Diego to El Cajon and diverted to Lakeside, California, account of excessive rate.

PART V.

General Orders.

GENERAL ORDERS.

The following general orders, Numbers 1 to 23, were issued by the Railroad Commission from January 1, 1911, to July 1, 1912:

GENERAL ORDER No. 1.

Adopted February 15, 1911. This order is directed to all the railroads operating within the State, and establishes a uniform demurrage charge of \$3.00 per day; providing, however, for forty-eight hours' free time after the placing of the car for unloading, or the ordering of the car by the shipper.

GENERAL ORDER No. 2.

Adopted March 28, 1911, to be effective May 1, 1911. This order supersedes General Order No. 1, and establishes detailed uniform rules and charges for demurrage and reciprocal demurrage for the broad gauge railroads under the jurisdiction of the Commission.

Supplement No. 1 to this general order was issued August 17, 1911, prescribing the form in which demurrage reports should be made to the Commission.

GENERAL ORDER No. 3.

Adopted March 21, 1911. This order is directed to all the railroads and other transportation companies in the State, and brings to the attention of these carriers section 17 of the Railroad Commission Act, requiring that all railroads and transportation companies file with the Commission copies of all rules and regulations in force affecting the rendition of service by these carriers to the public.

GENERAL ORDER No. 4.

Adopted April 3, 1911. This order is directed to the operating officials of all railroads and other transportation companies within the State, and requires that these carriers notify the Commission, by letter, of all accidents which may occur, giving all the information which is available, immediately after such accidents.

GENERAL ORDER No. 5.

Adopted April 6, 1911. This order is directed to all railroads and other transportation companies within the State, and establishes the rules and regulations to be followed by these carriers in the collection of train fares.

GENERAL ORDER No. 6.

Adopted April 10, 1911. This order is directed to all transportation companies within the State, and interprets the term "transportation companies," as used in section 17 of the Railroad Commission Act, to include all vessels engaged in the transportation of freight or passengers upon the water between points within the State.

GENERAL ORDER No. 7.

Adopted April 20, 1911. This order is directed to all railroads and other transportation companies operating under the Western Classification, circular showing

capacities of tank cars, or Pacific Freight Tariff Bureau Exception Sheet. The order requires that these carriers either file with the Commission powers of attorney authorizing agents to present these publications to the Commission for establishment, or else these carriers will themselves be required to present these publications under individual numbers.

GENERAL ORDER No. 8.

Adopted April 25, 1911. This order is directed to all railroads and other transportation companies within the State, and authorizes these carriers to issue free or reduced-rate transportation to certain classes of persons, property and the representatives of certain classes of associations.

GENERAL ORDER No. 9.

Adopted April 24, 1911. This order is directed to all railroads and other transportation companies operating within the State, and interprets the word "families" and the term "immediate families," as used in section 37 of the Railroad Commission Act as amended.

GENERAL ORDER No. 10.

Adopted May 4, 1911. This order is directed to all carriers operating within the State, and directs the attention of the carriers to the fact that reduced-rate transportation to *school* children is discriminatory and therefore unlawful, but that such reduced rate would be legal if it were extended to *all other children* traveling under similar circumstances, though on other missions.

GENERAL ORDER No. 11.

Adopted May 13, 1911. This order is directed to all carriers operating within the State, and authorizes such carriers to issue free or reduced-rate transportation to secretaries of certain mercantile or promotion boards or bodies.

GENERAL ORDER No. 12.

Adopted May 31, 1911. This order is directed to all carriers operating within the State, and directs the attention of the carriers to the fact that stage lines are not subject to the jurisdiction of the Commission, and that therefore these carriers cannot lawfully make intrastate rates with such stage lines.

Supplement No. 1 to this general order was issued June 13, 1911, and calls attention to the fact that this general order did not prevent the carriers from making excursion rates to the point of connection with a stage line.

Supplement No. 2 of this general order was issued on March 13, 1912, and calls attention to the fact that the Public Utilities Act, in section 33, provides that the Commission shall have the power to establish through routes and joint rates between the carriers and stage lines.

GENERAL ORDER No. 13.

Adopted June 13, 1911. This order is directed to all railroads and other transportation companies within the State, and establishes the rules and regulations to be followed by these carriers in making reports of accidents to this Commission, in accordance with paragraph 2 of section 22 of the Railroad Commission Act, approved February 10, 1911.

GENERAL ORDER No. 14.

Adopted June 12, 1911. This order is directed to all railroads operating within the State, and establishes the specifications which shall govern the preparation of alignment maps, station plats and profiles of railroads for filing with the Railroad Commission of the State of California.

GENERAL ORDER No. 15.

Adopted March 7, 1912. This order is directed to all public utilities, other than common carriers, which would be subject to the Public Utilities Act, effective March 23, 1912, and requires that each of these utilities file with the Commission, within thirty days, schedules of rates and regulations and the classes constituting the exceptions to these schedules which the utility desires to make.

GENERAL ORDER No. 16.

Adopted March 8, 1912. This order is directed to all carriers operating within the State, and interprets the term "employees of season resort hotels," as used in General Order No. 8.

GENERAL ORDER No. 17.

Adopted April 17, 1912. This order is directed to all public utilities, other than common carriers, and calls attention to the fact that under the Public Utilities Act such utilities are not permitted to charge rates in excess of those charged on October 10, 1911, and orders that these utilities refund to the consumers any overcharges which may have been made.

GENERAL ORDER No. 18.

Adopted April 18, 1912. This order is directed to all public utilities, other than common carriers, and requires that each utility file with the Commission complete profit and loss accounts and balance sheets showing the operations of such utility for the last two fiscal years.

GENERAL ORDER No. 19.

Adopted May 8, 1912, to be effective June 30, 1912. This order is directed to all carriers operating within the State, and prescribes the regulations governing the records of passes issued by such carriers.

GENERAL ORDER No. 20.

Adopted June 13, 1912, to be effective July 1, 1912. This order is directed to all intrastate railroads, and contains instructions for making reports to the Commission showing the amount of revenue and the amount of operating expenses, the latter being segregated as between freight and passenger business.

GENERAL ORDER No. 21.

Adopted June 13, 1912, to be effective July 1, 1912. This order is directed to all steam railroads engaged in interstate commerce, and contains instructions for making reports to the Commission showing the segregation of revenue and expenses as between those assignable to the State of California and those assignable to the balance of a system, and also a further segregation of both of these items showing the revenue and expenses assignable to freight and passenger business.

GENERAL ORDER No. 22.

Adopted June 21, 1912, to be effective July 1, 1912. This order is directed to all railroads and street railroads operating within the State, and prescribes the regulations governing accident reports to be made by such railroads to the Commission.

GENERAL ORDER No. 23.

Adopted June 29, 1912. This order interprets the term "common carrier," as used in section 17a-3 of the Public Utilities Act, to mean only those carriers which are subject to the jurisdiction of the Commission. (On July 29, 1912, the effective date of this order was continued.)

PART VI.
Statistical Tables.

TABLE

LIST OF OPERATING RAILROADS IN CALIFORNIA

	Amador Central Railroad Company.	Arcata and Mad River Railroad Company.
Location of general office.....	Martell	Arcata
Mileage owned—		
Miles of main line—single track.....	12	14
Miles of main line—second track.....		
Miles of branches and spurs.....		7.25
Line of proprietary company.....		
Line operated under lease.....		
Line operated under contract.....		
Line operated under trackage rights.....		
Miles of yard track and sidings.....	1.75	6.75
Aggregate track mileage operated.....	18.75	28.00
New line constructed during year.....		

TABLE No. 1

LIST OF OPERATING RAILROADS IN CALIFORNIA

	California West- ern Railroad and Navigation Company.	Cement, Toienas and Tidewater Railway.
Location of general office.....	San Francisco	San Francisco
Mileage owned—		
Miles of main line—single track.....	29.63	2
Miles of main line—second track.....		
Miles of branches and spurs.....	8.21	2
Line of proprietary company.....		
Line operated under lease.....		
Line operated under contract.....		
Line operated under trackage rights.....		
Miles of yard track and sidings.....	7.94	
Aggregate track mileage operated.....	40.78	4
New line constructed during year.....		

*No report received

No. 1.

AND THE TRACK MILEAGE ON JUNE 30, 1911.

The Atchison, Topeka and Santa Fe Rail- way Company.	The Bakersfield and Ventura Railroad Company.	Bay Point and Clayton Railroad Company.	Boca and Loyalton Railroad Company.	Bucksport and Elk River Railroad Company.	Butte County Railroad Company.
Los Angeles	Denver, Col.	San Francisco	San Francisco	Eureka	Ohio
635.71	6	8.82	42.34	8.64	-----
11.44	-----	-----	-----	-----	-----
232.38	11.50	-----	10	-----	-----
-----	-----	-----	-----	-----	-----
125.13	-----	-----	-----	-----	-----
*350.50	-----	-----	-----	-----	30.57
-----	-----	-----	-----	-----	-----
67.01	-----	-----	2.86	-----	.93
*565.88	3.50	-----	8.42	.10	1.74
-----	-----	-----	-----	-----	-----
1,988.05	21.00	8.82	63.62	8.74	33.24
-----	-----	-----	-----	-----	-----
174.17	-----	-----	1.69	-----	-----

¹Includes 9.46 miles of second track.²Distributed as follows: Main line, 346.51; branches and spurs, 59.95; proprietary company, 27.27; under lease, 98.69; under trackage rights, 33.46.

—Continued.

AND THE TRACK MILEAGE ON JUNE 30, 1911.

Colusa and Lake Railroad Company.	Crescent City and Smith River Railroad Company.	Diamond and Calder Railway Company.	Eureka and Fresh Water Railway Company.	Holton Interurban Railway Company.	Iron Mountain Railway Company.
Colusa	*	Oakland	San Francisco	Redlands	San Francisco
22	-----	33.63	.95	10.47	11
-----	-----	.58	-----	-----	3
-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	8.74	-----
-----	-----	-----	-----	-----	-----
4	-----	1.24	-----	.66	-----
-----	-----	-----	-----	-----	-----
26	-----	35.45	.95	19.87	14
-----	-----	-----	-----	-----	-----

TABLE NO. 1

LIST OF OPERATING RAILROADS IN CALIFORNIA

	Klamath Lake Railroad Company.	Lake Tahoe Railway and Transportation Company.
Location of general office.....	Thrall	Tahoe
Mileage owned—		
Miles of main line—single track.....	17	16
Miles of main line—second track.....		
Miles of branches and spurs.....	.7	
Line of proprietary company.....		
Line operated under lease.....		
Line operated under contract.....		
Line operated under trackage rights.....		
Miles of yard track and sidings.....		2
Aggregate track mileage operated.....	17.7	18
New line constructed during year.....		

TABLE NO. 1

LIST OF OPERATING RAILROADS IN CALIFORNIA

	Ocean Shore Railroad	Oregon and Eureka Railroad Company.
Location of general office.....	San Francisco	Eureka
Mileage owned—		
Miles of main line—single track.....	54.76	
Miles of main line—second track.....	1.16	
Miles of branches and spurs.....		10.80
Line of proprietary company.....		
Line operated under lease.....		28.79
Line operated under contract.....		
Line operated under trackage rights.....		
Miles of yard track and sidings.....	9.96	16.62
Aggregate track mileage operated.....	65.88	56.21
New line constructed during year.....		.52

*10.74 miles of yard track and sidings operated under lease.

**Road not operated year 1911.

—Continued.

AND THE TRACK MILEAGE ON JUNE 30, 1911.

Pacific Coast Railway Company.	Pajaro Valley Consolidated Railroad Company.	Placerville and Lake Tahoe Railway Company. ¹¹	Quincy Western Railway Company.	Richmond Belt Railway Company.	Sacramento Valley and Eastern Railway Company.
Seattle	San Francisco	San Francisco	Quincy	San Francisco	Winthrop
75.99	27.24	8.30	5.29	5.06	15
23.23	14.31			3.80	
10.92	8.78		.35		.5
110.14	50.33	8.30	5.64	8.86	15.5
.06					

—Continued.

AND THE TRACK MILEAGE ON JUNE 30, 1911.

Los Angeles and San Diego Beach Railway Company.	McCloud River Railroad Company.	Mill Valley and Mt. Tamalpais Scenic Railway.	Nevada, California, Oregon Railway	Nevada County Narrow Gauge Railroad Company.	Northwestern Pacific Railroad Company.
San Diego	San Francisco	Mill Valley	Reno, Nev.	Grass Valley	San Francisco
17.84	46.10	8.19	155.87	20.50	298.32
	32.18	2.43			12.74
					77.96
2.87	14.45		4.05	7.35	96.23
20.71	92.73	10.62	159.92	27.85	485.25
.06	.45				*3.83

¹¹Includes 3.03 miles of yard track and sidings.

TABLE No. 1

LIST OF OPERATING RAILROADS IN CALIFORNIA

	San Diego and Arizona Railway Company.	San Diego Southern Railway Company.
Location of general office.....	San Diego	San Diego
Mileage owned—		
Miles of main line—single track.....	14.26	18.54
Miles of main line—second track.....	.66	
Miles of branches and spurs.....		29.62
Line of proprietary company.....		
Line operated under lease.....		
Line operated under contract.....		
Line operated under trackage rights.....		12.61
Miles of yard track and sidings.....	2.97	14.19
Aggregate track mileage operated.....	17.89	64.96
New line constructed during year.....	.12	.68

*No report received.

TABLE No. 1

LIST OF OPERATING RAILROADS IN CALIFORNIA

	South San Francisco Belt Railway Company.	Stockton Terminal and Eastern Rail- road Company.
Location of general office.....	San Francisco	Stockton
Mileage owned—		
Miles of main line—single track.....		15.2
Miles of main line—second track.....		
Miles of branches and spurs.....		2.2
Line of proprietary company.....		
Line operated under lease.....		
Line operated under contract.....		
Line operated under trackage rights.....		
Miles of yard track and sidings.....	7	
Aggregate track mileage operated.....	7	17.4
New line constructed during year.....		

—Continued.

AND THE TRACK MILEAGE ON JUNE 30, 1911.

San Diego and Cuyamaca Railway Company.	San Juan Pacific Railway Company.	San Pedro, Los Angeles and Salt Lake Railroad Company.	Sierra Railway Company of California.	Sierra Valleys Railway Company.	Southern Pacific Company.
San Diego	*	Los Angeles	Jamestown	Reno, Nev.	San Francisco
25.37		187.72	56.34	36.48	10.51
		58.68	19.30		10.51
					*2.58
		103.65			*4,004.32
3.60		174.62	8.60	2.07	42.91
					*1,741.88
28.97		524.67	84.24	38.55	5,812.21
		5.18			*175.21

*Includes 1.29 miles second track.

†Includes 194.57 miles second track.

‡Distributed as follows: Main line, 67.99 miles; line operated under contract, 1,653.43 miles; line operated under trackage rights, 19.96.

§Includes 33.64 miles second track.

||Includes 1.06 miles of second track.

—Continued.

AND THE TRACK MILEAGE ON JUNE 30, 1911.

Sugar Pine Railway Company.	Sunset Railroad Company.	Tonopah and Tidewater Railroad Company.	Western Pacific Railway Company.	Yosemite Valley Railroad Company.	Yreka Railroad Company.
Sonora	San Francisco	Oakland	San Francisco	Merced	San Francisco
14.84	32.75	137.62	374.84	77.90	7.50
		6.98	13.30	1.27	
	17.11				
8.81	9.06				
.93	*21.86	8.23	85.26	6.89	.40
24.58	80.78	152.83	473.40	86.06	7.90
		.25		.38	

*Distributed as follows: Main line, 8.33; operated under lease, 13.53.

TABLE

CAPITAL STOCK—MORTGAGE BONDS AND OTHER

	Amador Central Railroad Company.	Arata and Mad River Railroad Company.
Mileage owned in California.....	12	21.25
Capital stock outstanding.....	\$400,000 00	\$187,740 00
Capital stock per mile of road.....	33,333 00	8,835 00
Bonds outstanding.....	300,000 00	-----
Bonds per mile of road.....	25,000 00	-----
Total stock and bonds outstanding.....	700,000 00	187,740 00
Total stock and bonds per mile of road.....	58,333 00	8,835 00
Other liabilities outstanding.....	13,812 84	4,781 17
Other liabilities per mile of road.....	1,151 00	225 00
Total liabilities outstanding.....	\$713,812 84	\$192,521 17
Total liabilities per mile of road.....	59,484 00	9,060 00

TABLE No. 2

CAPITAL STOCK—MORTGAGE BONDS AND OTHER

	Kings River Railroad Company.	Laton and Western Railroad Company.
Mileage owned in California.....	10.70	15.52
Capital stock outstanding.....	\$11,000 00	\$30,300 00
Capital stock per mile of road.....	1,028 00	5,238 00
Bonds outstanding.....	-----	149,000 00
Bonds per mile of road.....	-----	9,600 00
Total stock and bonds outstanding.....	11,000 00	229,300 00
Total stock and bonds per mile of road.....	1,028 00	14,838 00
Other liabilities outstanding.....	195,712 61	-----
Other liabilities per mile of road.....	18,291 00	-----
Total liabilities outstanding.....	\$206,712 61	\$229,300 00
Total liabilities per mile of road.....	19,319 00	14,838 00

No. 2.

LIABILITIES OF CALIFORNIA RAILROADS ON JUNE 30, 1911.

Atchison, Topeka and Santa Fe Rail- way Company. ¹	Arizona and California Railway Company. ¹	Barnwell and Seachlight Railway Company. ¹	California Eastern Railway Company.	Fresno County Railway Company.	Fullerton and Richfield Railway Company.
1,285.99	83.33	11.62	45.21	6.24	5.10
\$282,674,530 00	\$3,806,400 00	\$277,500 00	\$588,800 00	\$85,000 00	\$5,000 00
26,471 00	20,001 00	11,951 00	13,024 00	13,622 00	980 00
833,857,850 00	3,840,635 15	-----	816,135 00	-----	-----
31,263 00	20,181 00	-----	18,052 00	-----	-----
616,532,380 00	7,647,085 15	277,500 00	1,404,835 00	85,000 00	5,000 00
57,734 00	40,182 00	11,951 00	31,076 00	13,622 00	980 00
17,064,613 29	2,446,910 10	5,281 15	28,664 61	-----	187,591 28
1,588 00	12,857 00	227 00	634 66	-----	36,783 00
\$633,596,993 29	\$10,093,945 25	\$282,781 15	\$1,433,599 61	\$85,000 00	\$192,591 28
59,332 00	53,089 00	12,178 00	31,710 00	13,622 00	37,763 00

—Continued.

LIABILITIES OF CALIFORNIA RAILROADS ON JUNE 30, 1911.

Oakdale Western Railway Company.	Perris and Lakeview Railway Company.	Randsburg Railway Company.	Bakersfield and Ventura Railroad Company.	Bay Point and Clayton Railroad Company.	Boca and Loyalton Railroad Company.
6.30	8.02	28.64	17.5	8.82	52.34
\$87,500 00	\$16,000 00	\$540,000 00	\$150,500 00	\$150,000 00	\$1,200,000 00
13,889 00	1,995 00	18,855 00	8,600 00	17,008 00	22,927 00
-----	-----	300,000 00	-----	-----	434,000 00
-----	-----	10,475 00	-----	-----	8,292 00
87,500 00	16,000 00	840,000 00	150,500 00	150,000 00	1,634,000 00
13,889 00	1,995 00	29,330 00	8,600 00	17,008 00	31,219 00
8,832 93	13,350 72	4,074 16	-----	-----	296,330 65
1,402 00	1,665 00	142 00	-----	-----	5,662 00
\$96,332 93	\$29,350 72	\$844,074 16	\$150,500 00	\$150,000 00	\$1,930,330 65
15,291 00	3,660 00	29,472 00	8,600 00	17,008 00	36,681 00

TABLE No. 2

CAPITAL STOCK—MORTGAGE BONDS AND OTHER

	Bucksport and Elk River Railroad Company.	Butte County Railroad Company.
Mileage owned in California.....	8.64	31.50
Capital stock outstanding.....	\$500,000 00	\$41,800 00
Capital stock per mile of road.....	57,870 00	1,327 00
Bonds outstanding.....		
Bonds per mile of road.....		
Total stock and bonds outstanding.....	500,000 00	41,800 00
Total stock and bonds per mile of road.....	57,870 00	1,327 00
Other liabilities outstanding.....	58 27	42,666 67
Other liabilities per mile of road.....	7 00	1,354 00
Total liabilities outstanding.....	\$500,058 27	\$84,466 67
Total liabilities per mile of road.....	57,877 00	2,681 00

¹Capitalization per mile of road reported on basis of entire system.

²No capital stock. Part of the assets of Pacific Portland Cement Company.

³No capitalization reported.

⁴Leased road.

⁵Railway owned double track between San Francisco and San Bruno.

TABLE No. 2

CAPITAL STOCK—MORTGAGE BONDS AND OTHER

	Holton Interurban Railway Company.	The Iron Mountain Railway Company.
Mileage owned in California.....	10.47	14
Capital stock outstanding.....	\$200,000 00	\$100,000 00
Capital stock per mile of road.....	19,102 00	7,143 00
Bonds outstanding.....	100,000 00	
Bonds per mile of road.....	9,551 00	
Total stock and bonds outstanding.....	300,000 00	100,000 00
Total stock and bonds per mile of road.....	28,653 00	7,143 00
Other liabilities outstanding.....	33,212 81	20,000 00
Other liabilities per mile of road.....	3,172 00	1,428 00
Total liabilities outstanding.....	\$333,212 81	\$120,000 00
Total liabilities per mile of road.....	31,825 00	8,571 00

—Continued.

LIABILITIES OF CALIFORNIA RAILROADS ON JUNE 30, 1911.

Chico and Northern Railroad Company. ¹	California Western Railroad and Navigation Company.	Cement, Tolenas and Tidewater Railway Company. ²	Colusa and Lake Railroad Company.	Diamond and Caldor Railway Company.	Eureka and Freshwater Railway Company.
32.31	32.84	-----	22	34.21	.95
\$1,500,000 00	\$1,000,000 00	-----	\$100,500 00	\$240,000 00	\$25,000 00
46,425 00	30,451 00	-----	4,568 00	7,015 00	26,317 00
1,000,000 00	345,000 00	-----	50,000 00	240,000 00	-----
30,950 00	10,505 00	-----	2,273 00	7,015 00	-----
2,500,000 00	1,345,000 00	-----	150,500 00	480,000 00	25,000 00
77,375 00	40,956 00	-----	6,841 00	14,030 00	26,317 00
20,000 00	341,121 72	-----	-----	70,611 84	1,233 19
619 00	10,387 00	-----	-----	2,064 00	1,298 00
\$2,520,000 00	\$1,686,121 72	-----	\$150,500 00	\$550,611 84	\$26,233 19
77,994 00	51,343 00	-----	6,841 00	16,094 00	27,615 00

—Continued.

LIABILITIES OF CALIFORNIA RAILROADS ON JUNE 30, 1911.

Klamath Lake Railroad Company. ¹	Lake Tahoe Railway and Transportation Company.	Los Angeles and San Diego Beach Railway.	McCloud River Railroad Company.	Mill Valley and Mt. Tamalpais Scenic Railway.	Nevada California and Oregon Railway ¹
17.7	16	17.84	78.28	10.62	155.87
\$1,000,000 00	\$500,000 00	\$711,000 00	\$1,200,000 00	\$200,000 00	\$2,200,000 00
41,203 00	31,250 00	39,854 00	15,329 00	18,832 00	11,956 00
199,299 00	455,000 00	146,532 00	1,200,000 00	130,500 00	971,000 00
8,211 00	28,437 00	8,214 00	15,329 00	12,287 00	5,277 00
1,199,299 00	955,000 00	857,532 00	2,400,000 00	330,500 00	3,171,000 00
49,414 00	59,687 00	48,068 00	30,658 00	31,119 00	17,233 00
97,444 59	121,597 27	5,319 52	34,759 58	17,404 04	96,018 30
4,015 00	7,599 00	298 00	444 00	1,639 00	522 00
\$1,296,743 59	\$1,076,597 27	\$862,851 52	\$2,434,759 58	\$347,904 04	\$3,267,018 30
53,429 00	67,286 00	48,366 00	31,102 00	32,758 00	17,755 00

TABLE No. 2

CAPITAL STOCK—MORTGAGE BONDS AND OTHER

	Nevada County Narrow Gauge Railroad Company.	North Western Pacific Railroad Company.
Mileage owned in California.....	20.50	424.85
Capital stock outstanding.....	\$250,200 00	\$35,000,000 00
Capital stock per mile of road.....	12,205 00	82,382 00
Bonds outstanding.....	180,000 00	16,512,000 00
Bonds per mile of road.....	8,780 00	38,865 00
Total stock and bonds outstanding.....	430,200 00	51,512,000 00
Total stock and bonds per mile of road.....	20,985 00	121,247 00
Other liabilities outstanding.....	38,292 87	3,236,965 49
Other liabilities per mile of road.....	1,868 00	7,619 00
Total liabilities outstanding.....	\$468,492 87	\$54,748,965 49
Total liabilities per mile of road.....	22,853 00	128,866 00

TABLE No. 2

CAPITAL STOCK—MORTGAGE BONDS AND OTHER

	Richmond Belt Railway Company.	Sacramento Valley and Eastern Rail- way Company.
Mileage owned in California.....	8.86	15
Capital stock outstanding.....	\$271,600 00	\$500,000 00
Capital stock per mile of road.....	30,655 00	33,333 00
Bonds outstanding.....		
Bonds per mile of road.....		
Total stock and bonds outstanding.....	271,600 00	500,000 00
Total stock and bonds per mile of road.....	30,655 00	33,333 00
Other liabilities outstanding.....	174,058 70	1,253 98
Other liabilities per mile of road.....	19,645 00	84 00
Total liabilities outstanding.....	\$445,658 70	\$501,253 98
Total liabilities per mile of road.....	50,300 00	33,417 00

—Continued.

LIABILITIES OF CALIFORNIA RAILROADS ON JUNE 30, 1911.

Ocean Shore Railroad Company. ¹	Oregon and Eureka Railroad Company.	Pacific Coast Railway Company.	Pajaro Valley Consolidated Railroad Company.	Placerville and Lake Tahoe Railway Company.	Quincy Western Railway Company.
54.76	10.80	99.22	41.55	8.30	5.5
-----	\$125,000 00	\$1,370,400 00	\$1,100,000 00	\$810,000 00	\$5,937 00
-----	11,574 00	13,812 00	26,474 00	97,590 00	1,060 00
-----	-----	1,370,000 00	-----	240,000 00	21,353 00
-----	-----	13,807 00	-----	28,915 00	3,882 00
-----	125,000 00	2,740,400 00	1,100,000 00	1,050,000 00	27,290 00
-----	11,574 00	27,619 00	26,474 00	126,505 00	4,962 00
-----	17,094 91	657,371 89	5,835 42	38,027 05	-----
-----	1,583 00	6,625 00	140 00	4,582 00	-----
-----	\$142,094 91	\$3,397,771 69	\$1,105,835 42	\$1,088,027 05	\$27,290 00
-----	13,157 00	34,244 00	26,614 00	131,067 00	4,962 00
-----	-----	-----	-----	-----	-----

—Continued.

LIABILITIES OF CALIFORNIA RAILROADS ON JUNE 30, 1911.

San Diego and Arizona Railway Company. ¹	San Diego and Cuyamaca Railway Company.	San Diego Southern Railway Company.	San Juan Pacific Railway Company. ²	San Pedro, Los Angeles and Salt Lake Rail- road Company. ¹	Sierra Railway Company of California.
14.26	25.37	48.16	-----	246.40	75.64
\$1,920,310 00	\$1,500,000 00	\$1,515,000 00	-----	\$24,825,000 00	\$3,248,000 00
53,446 00	59,125 00	31,458 00	-----	25,059 00	42,940 00
-----	500,000 00	-----	-----	48,493,155 00	2,098,000 00
-----	19,708 00	-----	-----	48,951 00	27,736 00
1,920,310 00	2,000,000 00	1,515,000 00	-----	73,318,155 00	5,346,000 00
53,446 00	78,833 00	31,458 00	-----	74,010 00	70,676 00
1,603,977 89	16,697 36	11,186 54	-----	5,580,083 50	157,193 70
44,642 00	658 00	232 00	-----	5,633 00	2,078 00
\$3,524,287 89	\$2,016,697 36	\$1,526,186 54	-----	\$73,898,238 50	\$5,503,193 70
98,088 00	79,491 00	31,690 00	-----	79,643 00	72,754 00
-----	-----	-----	-----	-----	-----

TABLE No. 2

CAPITAL STOCK—MORTGAGE BONDS AND OTHER

	Sierra Valleys Railway Company.	Southern Pacific Company. ¹
Mileage owned in California.....	36.48	11.8
Capital stock outstanding.....	\$942,100 00	\$272,675,730 64
Capital stock per mile of road.....	25,825 00	23,108,113 00
Bonds outstanding.....	402,859 00	134,392,410 00
Bonds per mile of road.....	11,043 00	11,399,187 00
Total stock and bonds outstanding.....	1,344,959 00	407,068,140 64
Total stock and bonds per mile of road.....	36,868 00	34,497,300 00
Other liabilities outstanding.....	5,530 10	138,687,676 88
Other liabilities per mile of road.....	151 00	11,753,193 00
Total liabilities outstanding.....	\$1,350,489 10	\$545,755,817 52
Total liabilities per mile of road.....	37,019 00	46,250,493 00

TABLE No. 2

CAPITAL STOCK—MORTGAGE BONDS AND OTHER

	Sacramento Southern Railroad Company.	San Francisco and Napa Railway Company.
Mileage owned in California.....	8.63	10.72
Capital stock outstanding.....	\$100,000 00	\$55,000 00
Capital stock per mile of road.....	11,587 00	5,131 00
Bonds outstanding.....		
Bonds per mile of road.....		
Total stock and bonds outstanding.....	100,000 00	55,000 00
Total stock and bonds per mile of road.....	11,587 00	5,131 00
Other liabilities outstanding.....	2,199,774 59	
Other liabilities per mile of road.....	254,899 00	
Total liabilities outstanding.....	\$2,299,774 59	\$55,000 00
Total liabilities per mile of road.....	266,486 00	5,131 00

—Continued.

LIABILITIES OF CALIFORNIA RAILROADS ON JUNE 30, 1911.

California Northeastern Railway Company. ¹	Central California Railway Company.	Central Pacific Railway Company. ¹	Coast Line Railway Company.	Inter California Railway Company. ¹	Nevada and California Railway Company. ¹
67.45	16.24	749.69	11.91	45.04	250.95
\$5,400,000 00	\$30,000 00	\$84,475,500 00	\$100,000 00	\$216,000 00	\$4,837,000 00
62,718 00	1,847 00	58,243 00	8,396 00	2,233 00	10,212 00
		161,788,538 61			2,000,000 00
		111,548 00			4,222 00
5,400,000 00	30,000 00	246,264,038 61	100,000 00	216,000 00	6,837,000 00
62,718 00	1,847 00	169,791 00	8,396 00	2,233 00	14,434 00
5,201,491 23	3,090,026 62	791,318 97	573,150 33	1,612,128 47	199,723 84
60,412 00	190,272 00	546 00	48,124 00	16,670 00	422 00
\$10,601,491 23	\$3,120,026 62	\$247,055,357 58	\$673,150 33	\$1,828,128 47	\$7,086,723 84
123,130 00	192,119 00	170,337 00	56,520 00	18,903 00	14,856 00

—Continued.

LIABILITIES OF CALIFORNIA RAILROADS ON JUNE 30, 1911.

Southern Pacific Railroad Company. ¹	South Pacific Coast Railway Company.	South San Francisco Belt Railway.	Stockton Terminal and Eastern Rail- way Company.	Sugar Pine Railway Company.	Sunset Railroad Company.
2,795.12	96.94	7	15.2	14.84	32.75
\$160,000,000 00	\$6,000,000 00	\$50,000 00	\$150,900 00	\$1,000,000 00	\$500,000 00
47,668 00	61,894 00	7,143 00	9,927 00	67,385 00	15,267 00
143,592,500 00	5,500,000 00		150,000 00	180,000 00	251,000 00
42,780 00	56,736 00		9,868 00	12,129 00	7,664 00
303,592,500 00	11,500,000 00	50,000 00	300,900 00	1,180,000 00	751,000 00
90,448 00	118,630 00	7,143 00	19,795 00	79,514 00	22,931 00
99,589 68		34,985 22	48,525 15	87,798 15	370,408 33
30 00		4,998 00	3,192 00	5,916 00	11,310 00
\$303,692,089 68	\$11,500,000 00	\$84,985 22	\$349,425 15	\$1,267,798 15	\$1,121,408 33
90,478 00	118,630 00	12,141 00	22,987 00	85,430 00	34,241 00

TABLE No. 2

CAPITAL STOCK—MORTGAGE BONDS AND OTHER

	Sunset Western Railroad Company.	Tonapah and Tidewater Railroad Company. ¹
Mileage owned in California.....	30.64	144.60
Capital stock outstanding.....	\$15,800 00	\$1,000,000 00
Capital stock per mile of road.....	515 00	5,778 00
Bonds outstanding.....		3,285,344 10
Bonds per mile of road.....		18,964 00
Total stock and bonds outstanding.....	15,800 00	4,285,344 10
Total stock and bonds per mile of road.....	515 00	24,762 00
Other liabilities outstanding.....	401,644 07	956,458 40
Other liabilities per mile of road.....	13,108 00	5,527 00
Total liabilities outstanding.....	\$417,444 07	\$5,241,802 60
Total liabilities per mile of road.....	13,623 00	30,289 00

—Continued.

LIABILITIES OF CALIFORNIA RAILROADS ON JUNE 30, 1911.

Western Pacific Railway Company. ¹	Yosemite Valley Railway Company.	Yreka Railroad Company.			
388.1	79.17	7.5			
\$75,000,000 00	\$5,000,000 00	\$100,000 00			
80,228 00	63,155 00	18,383 00			
74,925,000 00	5,000,000 00	-----			
80,142 00	63,155 00	-----			
149,925,000 00	10,000,000 00	100,000 00			
160,365 00	126,310 00	18,383 00			
-----	1,570,296 60	42,312 49			
	19,834 00	5,642 00			
\$149,925,000 00	\$11,570,296 60	\$142,312 49			
160,365 00	146,144 00	18,975 00			

TABLE

GROSS EARNINGS FROM OPERATION OF CALIFORNIA

	Amador Central Railroad Company.	Arcata and Mad River Railroad Company.
Passenger earnings:		
Passenger revenue	\$21,805 00	\$14,193 15
Excess baggage revenue	172 29	
Mail revenue	1,377 55	587 85
Express revenue	3,216 41	199 52
Other revenue from transportation		
Other revenue from operation	2 80	
Total passenger earnings	\$26,574 05	\$14,980 52
Freight earnings:		
Freight revenue	69,813 83	174,328 82
Other revenue from transportation		
Other revenue from operation	43 10	
Total freight earnings	\$69,856 93	\$174,328 82
Total miscellaneous earnings from operation	457 27	4,811 25
Total gross earnings from operation	\$96,888 25	\$194,120 59

TABLE No. 3

GROSS EARNINGS FROM OPERATION OF CALIFORNIA

	California Western Rail- road and Navi- gation Company.	Cement, Toleneas and Tidewater Rail- way Company.
Passenger earnings:		
Passenger revenue	\$28,205 44	\$932 43
Excess baggage revenue	15 73	
Mail revenue	2,241 45	80 76
Express revenue	480 00	
Other revenue from transportation		
Other revenue from operation		
Total passenger earnings	\$30,942 62	\$1,013 19
Freight earnings:		
Freight revenue	\$120,545 79	
Other revenue from transportation		
Other revenue from operation	45	
Total freight earnings	\$120,546 24	
Total miscellaneous earnings from operation	1,666 97	
Total gross earnings from operation	\$153,155 83	\$1,013 19

No. 3.

RAILROADS DURING THE YEAR ENDING JUNE 30, 1911.

Atchison, Topeka and Santa Fe Rail- way Company.	Bakersfield and Ventura Railroad Company.	Bay Point and Clayton Railroad Company.	Boca and Loyalton Railroad Company.	Bucksport and Elk River Railroad Company.	Butte County Railroad Company.
\$4,546,858 67	\$3,325 45	\$412 00	\$13,723 91		\$25,702 59
52,048 62			171 74		214 25
252,344 28			2,567 91		1,386 72
873,087 90			1,258 31		1,899 86
105,893 15			306 00		45 25
45,237 95			87 00		7 60
\$5,375,470 57	\$3,325 45	\$412 00	\$18,064 67		\$29,256 27
11,133,306 52	29,767 88	46,878 99	104,670 31	21,421 87	139,293 38
308,799 26	196 50		640 00		4,743 75
35,537 42		8,235 00	351 55		105 00
\$11,477,643 20	\$29,964 38	\$55,118 99	\$105,661 86	\$21,421 87	\$144,142 18
197,810 07			774 09	1,784 90	1,856 68
\$17,050,923 84	\$33,289 83	\$55,525 99	\$124,500 82	\$23,206 77	\$175,255 08

—Continued.

RAILROADS DURING THE YEAR ENDING JUNE 30, 1911.

Colusa and Lake Railroad Company.	Diamond and Colador Railway Company.	Eureka and Freshwater Railway Company.	Holton Interurban Railway Company.	Iron Mountain Railway Company.	Klamath Lake Railroad Company.
\$15,237 70	\$2,131 25		\$18,315 67		\$1,253 75
990 00			191 15		
1,854 74			498 45		
			857 49		
			30 00		
			29 70		
\$18,052 44	\$2,131 25		\$19,922 46		\$1,253 75
10,695 62	75,168 66	913 50	27,017 47	35,428 08	20,624 57
			256 20		675 58
			141 25		
\$10,695 62	\$75,168 66	\$913 50	\$27,414 92	\$35,428 08	\$21,300 15
			1,149 31		422 62
\$28,748 06	\$77,299 91	\$913 50	\$48,486 69	\$35,428 08	\$22,976 52

TABLE No. 3

GROSS EARNINGS FROM OPERATION OF CALIFORNIA

	Lake Tahoe Railway and Transportation Company.	Los Angeles and San Diego Beach Railway Company.
Passenger earnings:		
Passenger revenue	\$30,654 51	\$50,443 38
Excess baggage revenue	115 26	
Mail revenue	1,266 31	436 53
Express revenue		705 28
Other revenue from transportation	673 76	2,593 25
Other revenue from operation		
Total passenger earnings	\$32,709 84	\$54,178 44
Freight earnings:		
Freight revenue	8,194 89	9,030 75
Other revenue from transportation		
Other revenue from operation		
Total freight earnings	\$8,194 89	\$9,030 75
Total miscellaneous earnings from operation		95 46
Total gross earnings from operation	\$40,904 73	\$63,304 65

*Entire line.

TABLE No. 3

GROSS EARNINGS FROM OPERATION OF CALIFORNIA

	Oregon and Eureka Railroad Company.	Pacific Coast Railway Company.
Passenger earnings:		
Passenger revenue	\$36,732 07	\$59,019 66
Excess baggage revenue	51 00	701 09
Mail revenue	1,664 98	5,066 56
Express revenue	122 88	4,018 61
Other revenue from transportation		50 00
Other revenue from operation		
Total passenger earnings	\$38,570 93	\$68,855 92
Freight earnings:		
Freight revenue	\$210,229 72	\$171,230 02
Other revenue from transportation		202 50
Other revenue from operation		18 13
Total freight earnings	\$210,229 72	\$171,450 65
Total miscellaneous earnings from operation	5,044 90	517 63
Total gross earnings from operation	\$253,845 55	\$240,824 20

—Continued.

RAILROADS DURING THE YEAR ENDING JUNE 30, 1911.

McCloud River Railroad Company.	Mill Valley and Mt. Tamalpais Scenic Railway Company.	Nevada, California and Oregon Railway Company. ¹	Nevada County Narrow Gauge Railroad Company.	North Western Pacific Railroad Company.	Ocean Shore Railroad Company.
\$23,379 19	\$71,502 30	\$112,047 41	\$56,200 82	\$1,758,343 67	\$18,988 99
282 45	-----	974 26	1,268 41	5,526 94	11 35
1,879 31	-----	18,270 10	2,044 30	36,287 04	957 83
1,414 02	-----	7,783 21	4,561 85	108,696 43	453 98
50 00	-----	560 80	113 30	50,153 69	936 95
-----	-----	193 05	61 95	11,784 60	100 00
\$27,004 97	\$71,502 30	\$139,828 83	\$64,250 63	\$1,970,792 37	\$21,449 10
425,605 83	267 60	194,343 85	62,062 48	1,358,562 75	45,299 66
1,363 00	-----	257 50	230 96	42 00	2,349 50
1,868 39	-----	974 91	313 14	3,296 20	380 10
\$428,837 22	\$267 60	\$195,576 26	\$62,606 58	\$1,361,900 95	\$48,029 26
379 82	3,965 77	3,562 15	553 31	37,166 12	141 18
\$456,222 01	\$75,735 67	\$338,967 24	\$127,410 52	\$3,369,859 44	\$69,619 54

—Continued.

RAILROADS DURING THE YEAR ENDING JUNE 30, 1911.

Pajaro Valley Consolidated Railroad Company.	Quincy Western Railway Company.	Sacramento Valley and Eastern Railway Company.	San Diego and Arizona Railway Company.	San Diego and Cuyamaca Railway Company.	San Diego Southern Railway Company.
\$12,821 74	\$3,857 67	\$3,811 85	\$710 25	\$69,142 98	\$87,309 66
220 16	75 80	624 44	-----	27 65	1,927 19
183 91	63 34	504 30	-----	1,535 99	3,081 17
-----	99 38	-----	-----	4,798 96	1,447 35
72 60	-----	-----	-----	1,618 24	121 43
\$13,298 41	\$4,096 19	\$4,940 59	\$710 25	\$77,123 82	\$93,886 80
72,378 58	3,272 24	44,381 76	2,662 49	83,706 05	71,867 94
1,572 00	-----	-----	17 50	1,995 50	1,608 08
61	13 61	-----	27 00	177 20	622 37
\$73,951 19	\$3,285 85	\$44,381 76	\$2,706 99	\$85,878 75	\$73,498 39
-----	159 11	-----	-----	1,670 89	1,053 42
\$87,249 60	\$7,541 15	\$49,322 35	\$3,417 24	\$164,673 46	\$168,438 61

TABLE No. 3

GROSS EARNINGS FROM OPERATION OF CALIFORNIA

	San Pedro, Los Angeles and Salt Lake Railroad Company. ¹	Sierra Railway Company of California.
Passenger earnings:		
Passenger revenue	\$2,784,580 25	\$106,562 06
Excess baggage revenue.....	40,559 02	1,329 71
Mail revenue	148,783 42	5,730 28
Express revenue	150,681 13	10,753 86
Other revenue from transportation.....	32,850 80	143 25
Other revenue from operation.....	12,709 57	332 40
Total passenger earnings.....	\$3,170,164 19	\$124,851 56
Freight earnings:		
Freight revenue	\$5,138,965 58	\$283,246 20
Other revenue from transportation.....	35,366 41	377 50
Other revenue from operation.....	20,135 70	827 41
Total freight earnings.....	\$5,194,467 69	\$284,451 11
Total miscellaneous earnings from operation.....	58,565 32	657 82
Total gross earnings from operation.....	\$8,423,197 20	\$409,960 49

TABLE No. 3

GROSS EARNINGS FROM OPERATION OF CALIFORNIA

	Yosemite Valley Railroad Company.	Yreka Railroad Company.
Passenger earnings:		
Passenger revenue	\$128,723 48	\$14,668 85
Excess baggage revenue.....	119 39	-----
Mail revenue	3,369 55	557 96
Express revenue	4,626 28	1,840 42
Other revenue from transportation.....	2,203 20	-----
Other revenue from operation.....	510 70	-----
Total passenger earnings.....	\$139,552 60	\$17,067 23
Freight earnings:		
Freight revenue	\$64,815 30	\$9,105 23
Other revenue from transportation.....	690 00	-----
Other revenue from operation.....	318 25	-----
Total freight earnings.....	\$65,823 55	\$9,105 23
Total miscellaneous earnings from operation.....	761 50	35 50
Total gross earnings from operation.....	\$206,137 65	\$26,207 96

¹Entire line.

NOTE.—Subsidiary Companies, No Statistics Reported: Arizona and California Railway Company; Barnwell and Searchlight Railway Company; California Eastern Railway Company; California Northeastern Railway Company; Central California Railway Company; Central Pacific Railroad Company; Fresno County Railway Company; Fullerton and Richfield Railway Company; Kings River Railway Company; Laton and Western Railroad Company; Oakdale Western Railway Company; Ferris and Lakeview Railway Company; Coast Line

—Continued.

RAILROADS DURING THE YEAR ENDING JUNE 30, 1911.

Sierra Valleys Railway Company.	Southern Pacific Company.	Stockton Terminal and Eastern Rail- road Company.	Sugar Pine Railway Company.	Sunset Railroad Company.	Tonopah and Tidewater Railroad Company.
\$5,382 74	\$22,306,177 44	\$1,704 05	-----	\$195,851 97	\$44,599 51
20 75	241,570 06	-----	-----	1,280 24	454 91
1,006 75	876,714 61	-----	-----	2,292 10	10,481 32
451 79	1,427,283 90	-----	-----	22,803 64	3,909 95
16 30	185,787 01	-----	-----	720 05	-----
3 50	196,801 58	-----	-----	605 55	45
\$6,881 83	\$25,234,334 60	\$1,704 05	-----	\$223,553 55	\$59,446 14
13,233 95	32,680,982 22	966 27	130,211 07	832,171 76	218,513 20
1,161 00	678,052 60	6 00	-----	2,917 50	5 00
408 95	64,393 41	6 00	-----	3,181 73	18 00
\$14,803 90	\$33,423,428 23	\$978 27	\$130,211 07	\$838,270 99	\$218,536 20
471 00	357,823 96	-----	964 24	3,663 31	2,707 49
\$22,156 73	\$59,015,586 79	\$2,682 32	\$131,175 31	\$1,065,487 85	\$280,689 83

—Continued.

RAILROADS DURING THE YEAR ENDING JUNE 30, 1911.

South San Francisco Belt Railway. ¹	Totals.				
-----	\$32,675,313 51	-----	-----	-----	-----
-----	347,182 07	-----	-----	-----	-----
-----	1,383,225 04	-----	-----	-----	-----
-----	2,141,629 18	-----	-----	-----	-----
-----	386,192 35	-----	-----	-----	-----
-----	268,612 43	-----	-----	-----	-----
-----	37,202,154 58	-----	-----	-----	-----
-----	54,145,182 68	-----	-----	-----	-----
-----	1,042,925 84	-----	-----	-----	-----
-----	141,394 88	-----	-----	-----	-----
-----	\$55,329,503 40	-----	-----	-----	-----
-----	690,693 06	-----	-----	-----	-----
-----	\$56,020,196 46	-----	-----	-----	-----
-----	\$93,222,351 04	-----	-----	-----	-----

Railway Company; Inter-California Railway Company; Nevada and California Railway Company; Handsburg Railway Company; Chico and Northern Railroad Company; Sacramento Southern Railroad Company; San Francisco and Napa Railway Company; Southern Pacific Railroad Company; South Pacific Coast Railway Company, and Sunset Western Railway Company. Road Under Construction, No Statistics: Placerville and Lake Tahoe Railway Company, and Western Pacific Railway Company. No Statistics Reported: Richmond Belt Railway Company; San Juan Pacific Railway Company, and South San Francisco Belt Railroad Company.

TABLE

OPERATING EXPENSES OF CALIFORNIA RAILROADS FOR

Name of Account.	Atchison, Topeka and Santa Fe Rail- way Company.	Boca and Loynton Railroad Company.
I. Maintenance of way and structures:		
Superintendence	\$179,328 99	\$1,460 64
Ballast	7,550 94	
Ties	440,217 94	4,023 08
Rails	67,095 32	
Other track material	371,507 26	275 93
Roadway and track	866,004 84	10,910 58
Removal of snow, sand and ice	461 47	10,109 75
Tunnels	*43,869 72	
Bridges, trestles and culverts	211,868 61	410 67
Over and under grade crossings	9,746 39	
Grade crossings, fences, cattle guards and signs	24,361 65	154 12
Snow and sand fences and snowsheds		
Signals and interlocking plants	35,572 91	6 87
Telegraph and telephone lines	23,215 06	201 69
Electric power transmission		
Buildings, fixtures, and grounds	249,440 53	712 38
Docks and wharves	26,665 70	
Roadway tools and supplies	65,236 03	292 16
Injuries to persons	3,749 17	
Stationery and printing	4,132 88	3 47
Other expenses	101 38	625 03
Maintaining joint tracks, yards, and other facil- ities	Dr. 21,934 44	
Maintaining joint tracks, yards, and other facil- ities	Cr. *49,454 37	
Total—Maintenance of way and structures.....	\$2,514,867 42	\$29,186 32
II. Maintenance of equipment:		
Superintendence	\$67,110 56	\$1,434 28
Steam locomotives—repairs	1,308,319 58	5,863 85
Steam locomotives—renewals	*124 88	930 00
Steam locomotives—depreciation	113,902 35	1,491 96
Electric locomotives—repairs		
Electric locomotives—renewals		
Electric locomotives—depreciation		
Passenger-train cars—repairs	219,740 44	759 76
Passenger-train cars—renewals	1,369 75	
Passenger-train cars—depreciation	35,685 23	100 56
Freight-train cars—repairs	500,693 24	3,166 73
Freight-train cars—renewals	21,430 40	
Freight-train cars—depreciation	157,922 67	1,485 00
Electric equipment of cars—repairs		
Electric equipment of cars—renewals		
Electric equipment of cars—depreciation		
Floating equipment—repairs	60,535 15	
Floating equipment—renewals		
Floating equipment—depreciation	20,169 02	
Work equipment—repairs	28,689 24	178 38
Work equipment—renewals	121 17	
Work equipment—depreciation	3,785 46	
Shop machinery and tools	44,505 91	285 23
Power plant and equipment		
Injuries to persons	2,470 20	
Stationery and printing	4,771 37	59 02
Other expenses	2,563 88	6,176 09
Maintaining joint equipment at terminals	Dr. 8,485 24	
Maintaining joint equipment at terminals	Cr. *26,632 55	
Total maintenance of equipment.....	\$2,575,513 43	\$21,980 86

No. 4.

FISCAL YEAR ENDING JUNE 30, 1911—LARGE ROADS.

North Western Pacific Railroad Company.	Ocean Shore Railroad.	San Pedro, Los Angeles and Salt Lake Rail- road Company. ¹	Southern Pacific Company.	Sunset Railroad Company.	Totals.
\$39,527 58	\$2,226 83	\$84,124 23	\$390,318 04	\$527 45	\$697,513 76
9,766 71	24 81		115,932 01	109 37	133,333 84
27,564 68	2,705 39	196,145 61	936,186 31	30,991 15	1,637,834 11
14,572 88	879 18	*4,718 37	427,782 25	7,176 57	512,787 83
18,433 12	499 42	46,691 01	676,968 73	7,409 41	1,121,734 88
289,239 27	42,345 82	682,035 49	3,210,734 77	44,731 76	5,146,002 53
17 38	146 28	2,435 45	40,961 05		54,131 38
17,951 40	15 80	3,369 80	74,119 04		51,536 32
77,588 38	2,234 99	161,952 92	406,289 18	714 23	861,058 96
120 20	175 00		5,604 23		15,645 82
20,435 12	362 50	16,115 86	154,087 31	807 82	216,324 38
		35 30	95,295 74		95,331 04
5,269 79		2,013 91	196,735 43	54 93	239,653 84
3,633 99	1,149 61	18,952 88	52,304 64	223 99	99,681 86
6,176 43	921 55		864 99		7,962 97
69,187 77	632 71	113,387 85	675,572 14		1,108,933 38
19,462 54		11,442 70	94,691 70	4,404 32	156,666 96
11,182 01	661 01	28,394 33	173,535 30	2,371 90	281,672 74
	26 06	2,743 00	9,644 29		16,162 52
795 23	39 50	2,747 89	17,293 40		25,012 37
667 13	238 00	*641 30	3,110 67	218 35	4,319 26
1,128 08		105,819 01	47,731 60	17,103 49	193,716 62
*41,195 01		*1,678 32	*59,196 45		*151,524 15
\$591,524 68	\$55,284 46	\$1,471,369 25	\$7,746,566 37	\$116,844 74	\$12,525,643 24
\$21,106 66	\$2,025 26	\$48,013 37	\$301,446 75	\$156 00	\$441,342 88
120,078 31	8,290 21	634,862 19	3,202,293 45	1,547 98	5,281,255 57
291 73			155,867 58		156,964 43
15,413 15		70,631 28			201,438 74
	546 80				
87,568 29	1,771 25	129,651 88	906,501 91	326 11	1,346,319 64
			53,677 41		55,047 16
15,980 32		21,464 39			73,230 50
67,935 65	2,320 06	299,991 36	2,259,019 68	13,436 38	3,146,563 10
3,660 99		*251 67	220,344 07		245,183 79
15,959 74		85,166 32			260,533 73
6,475 95					6,475 95
3,352 44					3,352 44
74,499 34			110,449 65		245,484 14
30,300 14			46,552 23		97,021 39
18,086 18	159 62	40,238 03	163,519 23	218 02	251,088 70
155 28		225 08	22,881 36		23,382 89
3,231 11		5,703 71			12,720 28
12,112 99	393 59	40,711 52	186,443 51		284,452 75
5,520 32	210 21		98		5,731 51
209 08	12 19	959 72	8,269 70	21 36	11,942 25
859 96	29 89	5,465 82	19,836 25		31,022 31
			13,094 23		21,834 20
		13,994 78	14,828 33		37,308 35
*553 20			*11,380 56		*38,566 31
\$502,244 43	\$15,759 08	\$1,396,827 78	\$7,673,645 76	\$15,705 85	\$12,201,130 39

TABLE NO. 4

OPERATING EXPENSES OF CALIFORNIA RAILROADS FOR

Name of Account.	Atchison, Topeka and Santa Fe Rail- way Company.	Bosch and Lorain Railroad Company.
III. Traffic expenses:		
Superintendence	\$74,479 30	-----
Outside agencies	100,883 30	-----
Advertising	83,220 96	-----
Traffic associations	6,936 48	-----
Fast freight lines	-----	-----
Industrial and immigration bureaus	6,406 04	-----
Stationery and printing	9,869 77	\$166 34
Other expenses	2 68	-----
Total traffic expenses.....	\$281,778 55	166 34
IV. Transportation expenses:		
Superintendence	\$149,839 68	\$1,514 23
Dispatching trains	73,515 57	557 05
Station employees	935,426 42	4,916 85
Weighing and car service associations	6,834 28	76 35
Coal and ore docks	-----	-----
Station supplies and expenses	76,691 59	904 65
Yardmasters and their clerks	50,954 59	-----
Yard conductors and brakemen	204,637 49	1,078 71
Yard switch and signal tenders	4,183 94	-----
Yard supplies and expenses	916 54	2 90
Yard enginemen	106,590 75	945 71
Engine-house expenses—yard	39,014 96	539 95
Fuel for yard locomotives	121,334 66	1,979 50
Water for yard locomotives	10,489 90	23 34
Lubricants for yard locomotives	1,809 98	30 34
Other supplies for yard locomotives	1,467 42	19 54
Operating joint yards and terminals.....Dr.	26,300 55	314 01
Operating joint yards and terminals.....Cr.	*65,613 10	-----
Motormen	-----	-----
Road enginemen	652,871 84	5,125 98
Engine-house expenses—road	194,149 88	2,048 29
Fuel for road locomotives	1,123,527 61	11,090 72
Water for road locomotives	111,736 54	233 56
Lubricants for road locomotives	21,302 16	179 02
Other supplies for road locomotives	13,360 19	109 35
Operating power plants	-----	-----
Purchased power	-----	-----
Road trainmen	635,855 95	5,879 35
Train supplies and expenses	178,656 40	92 06
Interlockers and block and other signals—opera- tion	30,891 08	-----
Crossing flagmen and gatemen	15,476 08	-----
Draw bridge operation	3,279 80	-----
Clearing wrecks	14,250 34	241 81
Telegraph and telephone operation	41,109 66	-----
Operating floating equipment	113,989 54	-----
Express service	-----	-----
Stationery and printing	33,062 85	526 38
Other expenses	7,683 04	43 94
Loss and damage—freight	102,075 06	106 50
Loss and damage—baggage	*169 75	-----
Damage to property	17,589 69	-----
Damage to stock on right of way	6,748 65	137 50
Injuries to persons	76,616 70	-----
Operating joint tracks and facilities.....Dr.	27,628 49	-----
Operating joint tracks and facilities.....Cr.	*80,137 46	-----
Total transportation expenses.....	\$5,105,949 56	\$38,577 59

—Continued.

FISCAL YEAR ENDING JUNE 30, 1911—LARGE ROADS.

North Western Pacific Railroad Company.	Ocean Shore Railroad.	San Pedro, Los Angeles and Salt Lake Rail- road Company. ¹	Southern Pacific Company.	Sunset Railroad Company.	Totals.
\$15,224 40	\$900 81	\$74,203 67	\$326,534 81	\$180 00	\$491,522 99
4,208 47		175,082 93	318,174 84		598,329 54
14,975 62	445 72	88,511 24	571,877 48	55	759,031 59
12 00		11,115 36	33,125 68		51,189 52
		4,435 54	14,522 51		25,364 09
3,655 55	26 94	20,993 80	95,786 15	326 60	130,825 15
		441 99	1,733 60		2,178 27
\$38,076 04	\$1,373 47	\$374,784 53	\$1,361,755 07	\$507 15	\$2,058,441 15
25,387 97	779 49	53,856 76	569,000 24	163 43	800,541 80
10,857 83	484 30	21,813 56	199,611 10		306,839 41
208,424 35	5,348 08	284,186 86	2,562,230 40	33,038 02	4,033,570 98
1,281 84	40 14	5,812 83	32,958 27	759 38	47,263 09
59,685 38	190 44	25,307 84	184,127 55	3,768 88	350,676 33
1,605 00	620 55	24,305 83	262,060 45		339,546 42
24,258 85	1,455 09	69,089 38	721,380 98		1,021,900 50
	23 95	1,431 56	62,146 71		67,786 16
451 84	24 75	1,568 01	16,405 07	4 74	19,373 85
13,495 92	534 44	46,309 51	358,925 70		526,802 03
2,720 04	172 25	17,835 42	151,917 70		212,060 32
14,352 14	701 56	75,725 84	381,848 09	12,633 27	608,575 06
1,074 99	97 24	4,464 64	54,680 32		70,830 43
263 42	26 26	1,293 95	6,433 03		9,856 98
372 61		1,840 71	11,122 10		14,822 38
		244,705 99	68,991 16	25,656 57	365,968 28
*15,890 08		*1,030 71	*218,343 10		*300,876 99
18,621 55	598 49		642 37		19,862 41
80,306 94	3,659 66	390,635 14	2,107,194 37	37,586 04	3,277,379 97
28,273 48	1,249 70	101,428 02	585,859 00	14,852 26	927,860 63
165,087 90	6,604 53	897,554 12	3,640,457 54	53,874 16	5,898,196 58
11,441 93	403 39	54,777 06	326,609 85	3,848 88	509,051 21
3,135 64	256 19	13,431 00	61,387 20	1,200 49	100,891 70
4,222 37	206 88	19,513 19	74,235 59	960 70	112,608 27
41,362 38	363 04		4,287 91		46,013 33
26,182 00	2,286 40				28,468 40
146,524 72	4,377 77	388,011 98	2,344,159 53	41,546 27	3,566,355 57
32,003 26	785 28	126,886 59	649,350 05	3,115 58	990,889 22
9,870 74		5,077 86	287,414 49		333,254 17
1,080 00	378 57	5,287 16	117,361 61		139,583 42
5,184 82		2,504 46	20,103 62		31,072 70
2,358 36	74 34	17,927 31	60,902 08	3,798 60	99,552 84
	9 99	32,822 02	94,181 60		168,123 27
221,108 26			416,531 16		751,628 96
18,877 86	603 98	20,857 43	154,071 77	3,014 34	231,014 61
737 35		2,924 60	20,634 46	499 34	32,522 73
6,540 92	16 82	48,188 56	412,060 85	4,418 10	573,406 81
1,032 88		2,292 22	4,086 03	218 00	7,459 38
1,112 83	157 11	1,984 70	14,741 50	193 22	35,779 05
1,521 13		7,561 99	20,515 63	290 00	36,774 90
81,989 95	28 75	26,688 69	176,582 50		361,906 59
		57,937 59	20,293 24	1,359 63	107,218 95
*1,933 20		*1,316 12	*53,472 23		*116,859 01
\$1,254,986 17	\$32,559 43	\$3,100,993 55	\$16,985,687 49	\$246,799 90	\$26,765,553 69

TABLE No. 4

OPERATING EXPENSES OF CALIFORNIA RAILROADS FOR

Name of Account.	Atchison, Topeka and Santa Fe Rail- way Company.	Boca and Loyton Railroad Company.
V. General expenses:		
Salaries and expenses of general officers.....	\$41,222 49	\$301 15
Salaries and expenses of clerks and attendants.....	116,926 45	3,368 65
General office supplies and expenses.....	20,904 20	529 36
Law expenses.....	34,350 40	611 00
Insurance.....	76,125 47	389 96
Relief department expense.....		
Pensions.....	2,418 78	
Stationery and printing.....	16,998 42	220 22
Other expenses.....	22,261 30	6 72
General administration, joint tracks, yards and terminals.....Dr.		
General administration, joint tracks, yards and terminals.....Or.	386 82	
Total general expenses.....	\$331,594 33	\$5,427 06
Recapitulation of expenses:		
I. Maintenance of way and structures.....	\$2,514,867 42	\$29,186 32
II. Maintenance of equipment.....	2,575,513 43	21,980 86
III. Traffic expenses.....	281,778 55	166 34
IV. Transportation expenses.....	5,105,949 56	38,577 59
V. General expenses.....	331,594 33	5,427 06
Total operating expenses:		
For fiscal year ending June 30, 1911.....	\$10,809,703 29	\$95,338 17
For fiscal year ending June 30, 1910.....	10,411,762 72	108,040 88
Increase.....	397,940 57	
Decrease.....		12,702 16
Ratio of operating expenses to operating revenues:		
For fiscal year ending June 30, 1910.....	63 38	76 58
For fiscal year ending June 30, 1910.....	65 75	58 68

—Continued.

FISCAL YEAR ENDING JUNE 30, 1911—LARGE ROADS.

North Western Pacific Railroad Company.	Ocean Shore Railroad.	San Pedro, Los Angeles and Salt Lake Rail- road Company. ¹	Southern Pacific Company.	Sunset Railroad Company.	Totals.
\$14,393 05	\$1,774 28	\$37,477 06	\$119,706 00	\$420 00	\$215,294 08
43,825 87	3,279 05	81,986 65	983,472 62	2,981 59	1,185,790 88
7,442 71	259 40	13,402 51	105,104 83	570 76	148,213 77
9,888 46	574 53	33,884 63	210,699 29	154 50	290,162 81
29,677 78	2,093 95	28,274 97	176,206 48	64	312,769 25
-----	-----	-----	415 93	-----	415 93
1,080 00	-----	310 86	109,671 64	-----	113,481 28
2,948 36	724 43	8,298 40	69,383 61	555 42	99,128 86
1,792 33	80 00	3,609 75	155,699 99	30 40	183,480 49
-----	-----	-----	-----	-----	-----
262 00	-----	2,257 83	1,213 67	-----	3,733 50
83 02	-----	-----	-----	-----	303 80
-----	-----	-----	-----	-----	-----
\$111,227 54	\$8,785 64	\$209,502 66	\$1,881,574 06	\$4,663 31	\$2,522,774 60
591,524 68	55,284 46	1,471,369 25	7,746,566 87	116,844 74	12,525,643 24
502,244 43	15,759 08	1,396,827 78	7,673,645 76	15,705 85	12,201,130 39
38,076 04	1,373 47	374,784 53	1,361,755 07	507 15	2,058,441 15
1,254,986 17	32,559 43	3,100,993 55	16,985,687 49	246,799 90	26,765,553 69
111,227 54	8,785 64	209,502 66	1,881,574 06	4,663 31	2,552,774 60
-----	-----	-----	-----	-----	-----
\$2,498,058 86	\$113,762 08	\$6,553,477 77	\$35,649,228 75	\$384,520 95	\$56,103,543 07
2,191,736 31	-----	5,905,894 51	-----	*113,592 12	18,131,025 99
-----	-----	-----	-----	-----	-----
306,322 55	-----	1,247,583 26	-----	*270,928 83	2,222,775 21
-----	-----	-----	-----	-----	12,702 16
-----	-----	-----	-----	-----	-----
74 13	163 43	77 80	60 41	36 06	-----
69 19	-----	87 06	-----	17 68	-----

¹Figures for entire system; California expenses not segregated.

*Credit items.

*Credit items.

¹Figures for entire system; California expenses not segregated.

*Credit items.

¹Figures for entire system; California expenses not segregated.

*Credit items.

²California figures not segregated for year 1910.

TABLE No. 4

OPERATING EXPENSES OF CALIFORNIA RAILROADS FOR

	Amador Central Railroad Company.	Arata and Mad River Railroad Company.
I. Maintenance of way and structures:		
Superintendence	\$1,298 10	
Maintenance of roadway and track	12,215 71	\$16,416 32
Maintenance of track structures	1,668 16	1,990 48
Maintenance of buildings, docks, and wharves	1,831 30	6,423 09
Injuries to persons		
Other maintenance of way and structure ex- penses	240 06	583 73
Maintaining joint tracks, yards, and other facil- ities		
Dr.		
Maintaining joint tracks, yards, and other facil- ities		
Cr.		
Total maintenance of way and structures	\$17,253 33	\$25,414 22
II. Maintenance of equipment:		
Superintendence	1,245 83	
Locomotive repairs	2,150 52	3,610 46
Car repairs	411 94	5,585 50
Floating equipment repairs		
Work equipment repairs	41 65	856 13
Equipment renewals	706 67	
Equipment depreciation	2,127 32	
Injuries to persons		
Other maintenance of equipment expenses	153 53	
Maintaining joint equipment at terminals		
Dr.		
Maintaining joint equipment at terminals		
Cr.		
Total maintenance of equipment	\$6,837 46	\$10,052 09
III. Traffic expenses	\$53 93	
IV. Transportation expenses:		
Superintendence and dispatching trains	\$1,200 00	
Station service	7,186 80	\$5,066 66
Yard enginemen		
Other yard employees		
Fuel for yard locomotives		
All other yard expenses		8,472 55
Operating joint yards and terminals		
Dr.		
Operating joint roads and terminals		
Cr.		
Road enginemen and motormen	2,476 08	
Fuel for road locomotives	4,390 79	
Other road locomotive supplies and expenses	1,095 36	\$3,017 50
Road trainmen	1,959 79	12,666 95
Train supplies and expenses	154 46	787 89
Injuries to persons		
Loss and damage	86 33	94 23
Other casualties	233 40	
All other transportation expenses	366 39	214 70
Operating joint tracks and facilities		
Dr.		
Operating joint tracks and facilities		
Cr.		
Total transportation expenses	\$19,149 40	\$30,320 47
V. General expenses:		
Administration	\$3,227 52	
Insurance		\$194 04
Other general expenses	433 20	810 08
General administration, joint tracks, yards and terminals		
Dr.		
General administration, joint tracks, yards and terminals		
Cr.		
Total general expenses	\$3,660 72	\$1,004 07

—Continued.

FISCAL YEAR ENDING JUNE 30, 1911—SMALL ROADS.

Bakersfield and Ventura Railroad Company.	Bay Point and Clayton Railroad Company. ¹	Bucksport and Elk River Railroad Company.	Butte County Railroad Company.	California Western Railroad and Navigation Company.	Cement, Tolenas and Tidewater Railway. ¹
			\$2,162 41	\$1,570 11	
\$4,189 28		\$2,334 56	12,966 55	21,096 99	
			1,231 26	4,820 22	
			547 90	422 54	
			301 67	885 30	
			41 74		
\$4,189 28		\$2,334 56	\$17,251 53	\$28,795 16	
1,002 75		10 75	2,051 70	1,396 95	
3,922 09		145 28	5,875 10	8,464 68	
			6,705 54	11,582 73	
				370 26	
192 40			69 27	24 33	
\$5,117 24		\$156 03	\$14,701 61	\$21,838 95	
			1,262 58	1,289 73	
2,580 80			1,606 03	1,211 09	
			7,366 97	1,454 68	
			1,963 03	2,825 02	
			1,832 57	3,389 83	
			2,906 27	5,578 82	
			1,024 52	2,086 16	
1,410 73		1,080 00	5,215 20	3,967 80	
2,065 44		1,397 12	14,881 35	10,305 58	
		74 76	2,310 57	2,616 46	
2,541 86		1,200 00	7,028 79	4,259 84	
		49 70	207 25	678 20	
213 55			9 47	45 80	
			11 24	20 00	
1,464 65			410 89	538 41	
\$10,277 03		\$3,801 58	\$46,774 15	\$38,977 69	
		1,806 45	11,156 32	5,685 00	
326 61			2,595 23	1,776 56	
4,009 73			384 39	730 50	
\$4,336 34		\$1,806 45	\$14,135 94	\$8,192 06	

TABLE No. 4

OPERATING EXPENSES OF CALIFORNIA RAILROADS FOR

	Amador Central Railroad Company.	Arcata and Mad River Railroad Company.
Recapitulation of expenses:		
I. Maintenance of way and structures.....	\$17,253 33	\$25,414 22
II. Maintenance of equipment.....	6,837 46	10,052 09
III. Traffic expenses	53 93	-----
IV. Transportation expenses	19,149 40	30,320 47
V. General expenses	3,660 72	1,004 07
Total operating expenses:		
For fiscal year ending June 30, 1911.....	\$46,954 84	\$66,790 85
For fiscal year ending June 30, 1910.....	42,218 79	61,809 59
Increase	4,736 05	4,981 26
Decrease		-----
Ratio of operating expenses to operating revenues:		
For fiscal year ending June 30, 1911.....	48 46	34 00
For fiscal year ending June 30, 1910.....	49 01	35 00

¹Operating expenses not segregated.²Includes fuel for road locomotives, wages of road enginemen and motormen.

—Continued.

FISCAL YEAR ENDING JUNE 30, 1911—SMALL ROADS.

Bakersfield and Ventura Railroad Company.	Bay Point and Clayton Railroad Company. ¹	Bucksport and Elk River Railroad Company.	Butte County Railroad Company.	California Western Railroad and Navigation Company.	Cement, Tolenas and Tidewater Railway. ¹
\$4,189 28		\$2,334 56	\$17,251 53	\$28,795 16	
5,117 24		156 03	14,701 61	21,838 95	
			1,262 58	1,289 73	
10,277 08		3,801 58	46,774 15	33,977 69	
4,336 34		1,806 45	14,135 94	8,192 06	
\$23,919 89	\$30,055 73	\$3,098 62	\$94,125 81	\$99,068 59	\$37,684 71
			108,873 73	125,741 07	
			14,747 92	26,647 48	
		35 82	53 71	64 96	3,719 40
			57 15	80 80	

TABLE No. 4

OPERATING EXPENSES OF CALIFORNIA RAILROADS FOR

	Colusa and Lake Railroad Company.	Diamond and Calder Railway.
I. Maintenance of way and structures:		
Superintendence	\$450 00	
Maintenance of roadway and track	\$5,827 25	\$11,901 84
Maintenance of track structures		6,541 00
Maintenance of buildings, docks, and wharves		50 86
Injuries to persons		
Other maintenance of way and structure ex- penses		1,646 71
Maintaining joint tracks, yards, and other fa- cilities		
Dr.		
Maintaining joint tracks, yards, and other fa- cilities		
Cr.		
Total maintenance of way and structures	\$6,277 25	\$20,140 41
II. Maintenance of equipment:		
Superintendence		
Locomotive repairs	\$1,913 00	\$3,997 50
Car repairs		4,571 63
Floating equipment repairs		
Work equipment repairs		68 99
Equipment renewals		
Equipment depreciation		
Injuries to persons		
Other maintenance of equipment expenses		141 62
Maintaining joint equipment at terminals		
Dr.		
Maintaining joint equipment at terminals		
Cr.		
Total maintenance of equipment	\$1,913 00	\$8,779 74
III. Traffic expenses	\$900 00	
IV. Transportation expenses:		
Superintendence and dispatching trains	\$450 00	\$1,627 80
Station service	690 00	671 13
Yard enginemen		
Other yard employees		
Fuel for yard locomotives		
All other yard expenses		
Operating joint yards and terminals		
Dr.		
Operating joint yards and terminals		
Cr.		
Road enginemen and motormen	1,800 00	2,531 35
Fuel for road locomotives	4,060 00	8,769 58
Other road locomotive supplies and expenses		639 04
Road trainmen	2,520 00	4,424 11
Train supplies and expenses		505 91
Injuries to persons		
Loss and damage	45 50	96
Other casualties		96 03
All other transportation expenses		
Operating joint tracks and facilities		
Dr.		
Operating joint tracks and facilities		
Cr.		
Total transportation expenses	\$9,565 50	\$19,265 93
V. General expenses:		
Administration	\$480 00	\$3,318 00
Insurance	505 70	529 11
Other general expenses	150 00	254 97
General administration, joint tracks, yards, and terminals		
Dr.		
General administration, joint tracks, yards and terminals		
Cr.		
Total general expenses	\$1,135 70	\$4,102 08

—Continued.

FISCAL YEAR ENDING JUNE 30, 1911—SMALL ROADS.

Eureka and Freshwater Railway Company.	Bolton Interurban Railway Company.	Iron Mountain Railway Company. ¹	Klamath Lake Railroad Company. ²	Lake Tahoe Railway and Transportation Company.	Los Angeles and San Diego Beach Railway Company.
	\$643 04				
\$346 91	3,182 67		\$7,858 04	\$8,038 02	\$8,144 89
	64 66		1,228 71		490 74
	865 28		55 94	885 15	128 10
	103 20		1 45	250 13	108 05
	110 00				
\$346 91	\$4,968 85	\$29,350 82	\$9,144 14	\$9,173 30	\$8,871 78
	75 00				
58 65	8,250 16		1,664 26	1,404 81	7,459 27
20 34	566 73		624 60		1,960 85
					21 45
	1,610 32			1,915 65	
	23 35		3 25	158 87	382 58
\$78 99	\$10,525 56		\$2,292 11	\$3,479 33	\$9,774 15
42 23	439 20		1 59	2,180 52	1,357 10
	1,492 91		300 00	1,813 25	
	2,246 83		255 79	2,467 53	2,824 25
	2,319 67				
	3,672 10			2,791 86	5,238 97
133 11	4,690 71		2,206 97	1,767 33	6,269 72
	1,113 85		126 33	228 57	3,297 33
918 46	2,110 45		2,498 45		4,260 32
98 34	76 39		132 49	3,131 71	512 71
					1,402 24
	116 41		39 75		12 05
	1,038 13		529 65	1,290 13	1 00
227 70					692 90
\$1,377 61	\$18,877 45	\$22,564 38	\$6,089 43	\$13,490 38	\$24,511 49
	\$4,692 82		\$2,679 01	\$2,605 25	\$4,469 35
	245 66	485 00	71 05	466 79	622 40
300 95	152 02	50 17	476 36	3,177 71	62 65
\$300 95	\$5,090 50	\$535 17	\$3,226 42	\$6,249 75	\$5,154 40

TABLE No. 4

OPERATING EXPENSES OF CALIFORNIA RAILROADS FOR

	Colusa and Lake Railroad Company.	Diamond and Caldor Railway.
Recapitulation of expenses:		
I. Maintenance of way and structures.....	\$6,277 25	\$20,140 41
II. Maintenance of equipment.....	1,913 00	8,779 74
III. Traffic expenses.....	900 00	
IV. Transportation expenses.....	9,565 50	19,265 98
V. General expenses.....	1,135 70	4,102 08
Total operating expenses:		
For fiscal year ending June 30, 1911.....	\$19,791 45	\$52,288 16
For fiscal year ending June 30, 1910.....	28,086 36	54,068 29
Increase		
Decrease	8,244 91	1,780 13
Ratio of operating expenses to operating revenues:		
For fiscal year ending June 30, 1911.....	69 57	67 64
For fiscal year ending June 30, 1910.....	77 71	64 45

¹Includes maintenance of track structures.

²Includes superintendence, locomotive repairs, car repairs, floating equipment repairs, and work equipment repairs.

³For entire line; expenses for California not given.

⁴Traffic and transportation expenses.

—Continued.

FISCAL YEAR ENDING JUNE 30, 1911—SMALL ROADS.

Eureka and Freshwater Railway Company.	Holton Interurban Railway Company.	Iron Mountain Railway Company. ¹	Klamath Lake Railroad Company. ²	Lake Tahoe Railway and Transportation Company.	Los Angeles and San Diego Beach Railway Company.
\$346 91	\$4,968 85	\$29,350 82	\$9,144 14	\$9,173 30	\$8,871 78
78 99	10,525 56	-----	2,292 11	3,479 33	9,774 15
42 23	439 20	-----	1 59	2,180 52	1,357 10
1,377 61	18,877 45	22,564 38	6,089 43	13,490 88	24,511 49
300 95	5,090 50	535 17	3,226 42	6,249 75	5,154 40
\$2,146 69	\$39,901 56	\$52,450 37	\$20,753 69	\$34,573 28	\$49,668 92
11,845 52	28,918 24	45,386 26	-----	34,391 14	-----
-----	10,983 32	7,064 11	-----	182 14	-----
9,198 83	-----	-----	-----	-----	-----
913 50	82 29	67 54	63 90	84 52	78 46
117 97	68 26	118 75	-----	70 85	-----

TABLE No. 4

OPERATING EXPENSES OF CALIFORNIA RAILROADS FOR

Name of Account.	McCloud River Railroad Company.	Mill Valley and Mt. Tamalpais Scenic Railway.
I. Maintenance of way and structures:		
Superintendence	*\$39 03	-----
Maintenance of roadway and track	60,664 47	\$6,411 46
Maintenance of track structures	804 53	-----
Maintenance of buildings, docks, and wharves	2,029 29	-----
Injuries to persons	-----	-----
Other maintenance of way and structures ex- penses	*658 13	3,503 81
Maintaining joint tracks, yards, and other fa- cilities	-----	-----
Dr.	-----	-----
Maintaining joint tracks, yards, and other fa- cilities	-----	-----
Cr.	-----	-----
Total maintenance of way and structures	\$62,801 13	\$9,915 27
II. Maintenance of equipment:		
Superintendence	\$4,766 62	-----
Locomotive repairs	11,536 42	-----
Car repairs	27,710 22	-----
Floating equipment repairs	-----	-----
Work equipment repairs	1,285 48	-----
Equipment renewals	2,779 13	-----
Equipment depreciation	26,209 36	-----
Injuries to persons	-----	-----
Other maintenance of equipment expenses	6,242 42	-----
Maintaining joint equipment at terminals	-----	-----
Dr.	-----	-----
Maintaining joint equipment at terminals	-----	-----
Cr.	-----	-----
Total maintenance of equipment	\$80,529 65	\$7,895 71
III. Traffic expenses	\$617 51	-----
IV. Transportation expenses:		
Superintendence and dispatching trains	\$7,539 86	-----
Station service	4,569 41	-----
Yard engineers	1,957 49	-----
Other yard employees	2,884 70	-----
Fuel for yard locomotives	3,717 26	\$6,241 03
All other yard expenses	481 84	-----
Operating joint yards and terminals	1,200 00	-----
Dr.	-----	-----
Operating joint yards and terminals	-----	-----
Cr.	-----	-----
Road engineers and motormen	13,785 96	-----
Fuel for road locomotives	42,882 44	-----
Other road locomotive supplies and expenses	5,363 01	-----
Road trainmen	18,308 69	9,396 70
Train supplies and expenses	2,108 17	546 80
Injuries to persons	116 50	-----
Loss and damage	96 77	-----
Other casualties	826 13	-----
All other transportation expenses	2,913 83	-----
Operating joint tracks and facilities	-----	-----
Dr.	-----	-----
Operating joint tracks and facilities	-----	-----
Cr.	-----	-----
Total transportation expenses	\$108,752 06	\$16,184 53
V. General expenses:		
Administration	\$23,339 86	\$6,200 00
Insurance	6,354 26	1,255 44
Other general expenses	1,435 85	21,440 37
General administration, joint tracks, yards, and terminals	-----	-----
Dr.	-----	-----
General administration, joint tracks, yards, and terminals	-----	-----
Cr.	-----	-----
Total general expenses	\$31,129 97	\$28,895 81

*Credit entries.

—Continued.

FISCAL YEAR ENDING JUNE 30, 1911—SMALL ROADS.

Nevada, California and Oregon Railway.	Nevada County Narrow Gauge Railroad Company.	Oregon and Eureka Railroad Company.	Pacific Coast Railway Company.	Pajaro Valley Consolidated Railroad Company.
\$928 18			\$2,509 17	
69,717 13	\$15,485 33	\$43,207 55	38,806 23	\$14,652 22
2,883 51	10,195 48	12,813 37	24,544 57	3,949 80
2,256 47	2,081 13	3,333 62	3,229 41	489 51
			60 00	
955 77	201 56		1,828 90	208 83
\$76,741 06	\$27,963 50	\$59,354 54	\$70,978 28	\$19,300 36
1,606 37	1,025 96	250 00	2,155 11	
8,246 96	5,629 56	12,041 14	10,872 47	7,506 73
8,431 23	5,970 35	8,361 04	13,242 68	10,811 09
		2,256 44		
1,550 32	226 29	539 69	592 67	
	99 70		3,438 37	138 00
10,327 49	3,867 30		5,019 75	5,092 48
1,136 81	1,066 57	3 25	849 17	1 00
\$31,299 18	\$17,885 73	\$23,451 56	\$36,170 22	\$23,549 30
\$5,665 24	\$980 91	\$1,038 90	\$1,268 37	\$203 95
\$1,829 77		\$6,670 44	\$2,288 27	
11,303 86	\$9,200 67	7,979 23	16,190 53	\$1,949 62
6,065 08	4,990 85	9,965 33	10,021 85	5,579 88
18,126 92	8,592 44	17,869 14	13,436 66	3,691 74
4,305 29	1,634 34	1,204 58	7,817 02	2,371 93
5,100 28	4,470 79	10,210 35	12,960 30	5,999 43
1,465 17	902 99	429 46	2,601 91	128 99
453 80	227 00	39 15	81 45	144 36
303 62	522 24	246 82	309 82	79 33
995 68	42 50	63 60	188 73	352 35
821 19	1,187 39	5,801 84	2,975 29	269 95
\$50,770 66	\$31,771 21	\$60,479 94	\$68,871 83	\$20,567 58
\$18,274 35	\$9,429 40	\$4,024 93	\$12,523 15	\$12,513 27
1,040 25	387 96	130 50	917 80	1,489 54
883 24	1,586 64	543 54	2,495 49	168 01
\$20,197 84	\$11,404 00	\$4,698 97	\$15,936 44	\$14,170 82

TABLE No. 4

OPERATING EXPENSES OF CALIFORNIA RAILROADS FOR

Name of Account.	Quincy Western Railway Company.	Richmond Belt Railway.*
I. Maintenance of way and structures:		
Superintendence	\$600 00	
Maintenance of roadway and track	5,969 95	
Maintenance of track structures		
Maintenance of buildings, docks, and wharves	79 70	
Injuries to persons		
Other maintenance of way and structures ex- penses	40 00	
Maintaining joint tracks, yards, and other fa- cilities		
Dr.		
Maintaining joint tracks, yards, and other fa- cilities		
Cr.		
Total maintenance of way and structures	\$6,689 65	
II. Maintenance of equipment:		
Superintendence	\$600 00	
Locomotive repairs	38 90	
Car repairs	80 00	
Floating equipment repairs		
Work equipment repairs		
Equipment renewals	157 60	
Equipment depreciation		
Injuries to persons		
Other maintenance of equipment expenses	608 91	
Maintaining joint equipment at terminals		
Dr.		
Maintaining joint equipment at terminals		
Cr.		
Total maintenance of equipment	\$1,485 41	
III. Traffic expenses	\$1,459 70	
IV. Transportation expenses:		
Superintendence and dispatching trains	\$600 00	
Station service	960 00	
Yard enginemen		
Other yard employees		
Fuel for yard locomotives		
All other yard expenses		
Operating joint yards and terminals		
Dr.		
Operating joint yards and terminals		
Cr.		
Road enginemen and motormen	1,370 00	
Fuel for road locomotives	1,506 13	
Other road locomotive supplies and expenses	65 00	
Road trainmen	1,200 00	
Train supplies and expenses		
Injuries to persons		
Loss and damage		
Other casualties		
All other transportation expenses	5 00	
Operating joint track and facilities		
Dr.		
Operating joint track and facilities		
Cr.		
Total transportation expenses	\$5,706 13	
V. General expenses:		
Administration		
Insurance	108 00	
Other general expenses	350 00	
General administration joint tracks, yards, and terminals		
Dr.		
General administration joint tracks, yards, and terminals		
Cr.		
Total general expenses	\$458 00	

*No operating expenses reported.

*Includes purchased power, \$11,494.81.

—Continued.

FISCAL YEAR ENDING JUNE 30, 1911—SMALL ROADS.

Sacramento Valley and Eastern Railway.	San Diego and Arizona Railway Company.	San Diego and Cuyamaca Railway Company.	San Diego Southern Railway Company.	Sierra Railway Company of California.	
			\$718 77	\$7,587 96	
\$19,187 59	\$1,726 87	\$19,464 61	19,723 56	75,249 42	
361 26	133 81	1,059 62	2,219 49	9,750 46	
47 14		1,230 19	1,428 17	9,886 27	
			214 35	100 50	
251 38		414 91	726 23	1,020 07	
			565 63	303 93	
			*125 72	*1,439 50	
\$19,847 37	\$1,860 68	\$22,169 33	\$25,470 48	\$102,459 11	
			\$718 77	\$3,469 12	
\$1,605 62	\$70 84	\$7,863 39	6,208 92	18,757 80	
712 94	270 81	11,099 10	10,389 64	1,787 68	
		622 34	11 16	1,195 18	
			43 67		
3,600 00		6,256 56	8,269 14	5,156 52	
124 75	7 40	2,018 52	422 43	2,327 55	
\$6,043 31	\$349 05	\$27,854 91	\$26,063 73	\$32,683 85	
	\$135 26	\$536 26	\$2,946 46	\$4,365 41	
	\$334 75		\$1,073 82	\$7,840 72	
\$552 00	346 93	\$10,725 97	8,857 32	15,827 31	
				40 18	
				*60	
3,149 35	252 64	7,848 87	12,109 35	12,492 95	
2,753 78	333 73	15,596 52	9,407 96	26,530 08	
196 82	140 46	3,161 22	*13,807 70	4,956 85	
2,872 74	391 66	8,151 45	11,707 45	12,928 66	
	24 67	905 54	2,160 96	1,496 30	
650 00		26 50	564 41	28,761 20	
33 59		140 08	90 50	1,514 40	
222 90		105 54	588 79	1,860 93	
2,605 14	236 29	1,231 20	2,242 07	3,637 18	
			376 95	13 14	
				*803 85	
\$13,036 32	\$2,061 13	\$47,892 89	\$62,987 28	\$117,095 45	
13,535 69	876 11	7,215 66	9,403 58	15,267 21	
	5 00	720 00	2,195 39		
477 60	56 12	1,240 85	1,453 82	1,150 27	
\$14,013 29	\$937 23	\$9,176 51	\$13,052 79	\$16,417 48	

TABLE NO. 4

OPERATING EXPENSES OF CALIFORNIA RAILROADS FOR

	McCloud River Railroad Company.	Mill Valley and Mt. Tamalpais Scenic Railway.
Recapitulation of expenses:		
I. Maintenance of way and structures.....	\$62,801 13	\$9,915 27
II. Maintenance of equipment.....	80,529 65	7,895 71
III. Traffic expenses	617 51	
IV. Transportation expenses	108,752 06	16,184 53
V. General expenses	31,129 97	28,695 81
Total operating expenses:		
For fiscal year ending June 30, 1911.....	\$283,830 32	\$62,891 32
For fiscal year ending June 30, 1910.....	308,368 45	57,427 54
Increase		5,463 78
Decrease	24,538 13	
Ratio of operating expenses to operating revenue:		
For fiscal year ending June 30, 1911.....	62 21	83 04
For fiscal year ending June 30, 1910.....	62 38	71 80

—Continued.

FISCAL YEAR ENDING JUNE 30, 1911—SMALL ROADS.

Nevada, California and Oregon Railway.	Nevada County Narrow Gauge Railroad Company.	Oregon and Eureka Railroad Company.	Pacific Coast Railway Company.	Pajaro Valley Consolidated Railroad Company.	
\$76,741 06	\$27,963 50	\$59,354 54	\$70,973 28	\$19,300 36	
31,299 18	17,885 73	23,451 56	36,170 22	23,549 30	
5,665 24	960 91	1,088 90	1,263 37	208 95	
50,770 66	31,771 21	60,479 94	68,371 83	20,567 58	
20,197 84	11,404 00	4,696 97	15,936 44	14,170 82	
\$184,673 98	\$90,005 35	\$149,023 91	\$193,225 14	\$77,792 01	
*218,604 84	72,236 81	151,250 44	161,634 36	60,019 71	
-----	17,768 54	-----	31,590 78	17,772 30	
33,930 86	-----	2,226 53	-----	-----	
69 63	70 64	58 71	80 23	89 16	
48 81	56 22	72 33	67 49	79 49	

*Operating expenses of entire line.

TABLE No. 4

OPERATING EXPENSES OF CALIFORNIA RAILROADS FOR

	Quincy Western Railway Company.	Richmond Belt Railway. ^a
Recapitulation of expenses:		
I. Maintenance of way and structures.....	\$3,689 65	-----
II. Maintenance of equipment.....	1,485 41	-----
III. Traffic expenses.....	1,459 70	-----
IV. Transportation expenses.....	5,706 13	-----
V. General expenses.....	458 00	-----
Total operating expenses:		
For fiscal year ending June 30, 1911.....	\$15,798 89	-----
For fiscal year ending June 30, 1910.....		-----
Increase.....		-----
Decrease.....		-----
Ratio of operating expenses to operating revenues:		
For fiscal year ending June 30, 1911, per cent.....	209.50	-----
For fiscal year ending June 30, 1910, per cent.....		-----

—Continued.

FISCAL YEAR ENDING JUNE 30, 1911—SMALL ROADS.

Sacramento Valley and Eastern Railway.	San Diego and Arizona Railway Company.	San Diego and Cuyamaca Railway Company.	San Diego Southern Railway Company.	Sierra Railway Company of California.	
\$19,847 37	\$1,860 68	\$22,169 38	\$25,470 48	\$102,459 11	
6,043 31	849 05	27,854 91	26,068 78	32,693 85	
-----	135 26	536 26	2,946 46	4,365 41	
13,086 82	2,061 13	47,892 69	62,987 28	117,095 45	
14,013 29	937 23	9,176 51	13,052 79	16,417 48	
\$52,940 29	5,343 85	107,629 90	130,520 74	273,081 30	
71,369 52	-----	80,077 71	113,813 68	236,808 88	
18,449 23	-----	27,552 19	16,707 16	36,222 42	
107.34	156.36	65.35	77.48	66.6	
53.02	-----	73.20	82.24	55.68	

TABLE No. 4

OPERATING EXPENSES OF CALIFORNIA RAILROADS FOR

Name of Account.	Sierra Valleys Railway Company.	South San Francisco Belt Railway.
I. Maintenance of way and structures:		
Superintendence	\$208 71	-----
Maintenance of roadway and track	4,806 99	\$809 58
Maintenance of track structures	462 18	-----
Maintenance of buildings, docks and wharves	210 88	-----
Injuries to persons	-----	-----
Other maintenance of way and structure ex- penses	11 80	2,206 17
Maintenance of joint tracks, yards, and other fa- cilities	-----	-----
Dr.	-----	-----
Maintenance of joint tracks, yards, and other fa- cilities	-----	-----
Or.	-----	-----
Total maintenance of way and structures	\$5,695 51	\$2,815 75
II. Maintenance of equipment:		
Superintendence	-----	-----
Locomotive repairs	\$1,212 48	\$2,769 52
Car repairs	276 27	-----
Floating equipment repairs	-----	-----
Work equipment repairs	3 50	-----
Equipment renewals	-----	-----
Equipment depreciation	-----	3,596 40
Injuries to persons	-----	-----
Other maintenance of equipment expenses	-----	-----
Maintaining joint equipment at terminals	-----	-----
Dr.	-----	-----
Maintaining joint equipment at terminals	-----	-----
Or.	-----	-----
Total maintenance of equipment	\$1,492 25	\$6,365 92
III. Traffic expenses:		
Traffic expenses	\$216 21	-----
IV. Transportation expenses:		
Superintendence and dispatching trains	\$215 41	-----
Station service	1,922 98	-----
Yard enginemen	-----	\$2,522 00
Other yard employees	-----	3,649 45
Fuel for yard locomotives	-----	1,463 49
All other yard expenses	-----	-----
Operating joint yards and terminals	-----	-----
Dr.	-----	-----
Operating joint yards and terminals	-----	-----
Or.	-----	-----
Road enginemen and motormen	1,519 60	-----
Fuel for road locomotives	2,778 86	-----
Other road locomotive supplies and expenses	873 34	-----
Road trainmen	1,135 65	-----
Train supplies and expenses	19 15	-----
Injuries to persons	-----	-----
Loss and damage	15 83	-----
Other casualties	5 67	-----
All other transportation expenses	111 59	-----
Operating joint tracks and facilities	-----	-----
Dr.	-----	-----
Operating joint tracks and facilities	-----	-----
Or.	-----	-----
Total transportation expenses	\$8,598 03	\$7,634 94
V. General expenses:		
Administration	\$224 22	-----
Insurance	103 74	-----
Other general expenses	10 00	-----
General administration, joint tracks, yards, and terminals	-----	-----
Dr.	-----	-----
General administration, joint tracks, yards, and terminals	-----	-----
Or.	-----	-----
Total general expenses	\$337 96	-----

—Continued.

FISCAL YEAR ENDING JUNE 30, 1911—SMALL ROADS.

Stockton Terminal and Eastern Rail- road Company.	Sugar Pine Railway Company.	Tonopah and Tidewater Railroad Company.	Yosemite Valley Railroad Company.	Yreka Railroad Company.	
	\$985 18	\$3,440 88	\$2,001 47		
\$2,082 28	13,706 88	33,443 05	29,840 86	\$4,964 72	
92 38	5 85	3,972 44	3,294 73	338 22	
46 73	75 11	2,533 40	845 00		
		1 21			
3 11	78 88	987 89	863 09		
		40 10			
\$2,224 50	\$14,801 50	\$44,668 42	\$36,345 15	\$5,302 94	
		\$3,888 98	\$2,785 86		
\$1,001 23	\$3,698 79	19,168 81	3,693 14	\$82 88	
14 12	2,578 72	3,496 86	3,693 16	959 71	
	294 92	416 63	107 46		
		262 72			
	2,173 50	5,263 60	5,960 80	182 32	
		1 21			
	116 62	1,744 11	748 37		
\$1,015 85	\$9,062 55	\$34,192 42	\$17,006 79	\$1,224 91	
\$131 15	\$30 90	\$18,992 05	\$13,350 41	\$156 80	
\$225 00	\$1,108 32	\$5,908 76	\$3,102 13	\$2,244 00	
550 84	1,796 25	12,139 24	6,816 52	2,067 55	
		1,064 13			
		566 92			
		903 94			
		2,838 47			
667 62	6,027 25	8,908 58	5,656 03	2,154 60	
537 93	13,026 12	22,619 74	13,129 53	2,752 19	
295 69	2,639 98	7,772 06	2,783 50	314 37	
532 42	6,661 00	10,954 33	7,432 14	1,135 29	
31 00	54 86	3,534 20	3,321 43	68 48	
		21 22			
4 94		365 90	31 13		
	314 86	52 94	376 77		
195 10	732 70	3,432 72	1,418 05	792 15	
\$3,040 54	\$32,405 84	\$80,483 17	\$44,067 23	\$11,528 63	
\$392 73	\$5,862 88	\$3,696 17	\$4,556 87	\$38 50	
		1,645 23	668 72	201 90	
76 00	64 70	584 05	450 52		
		15 22			
\$968 73	\$5,927 58	\$10,940 67	\$5,676 11	\$240 40	

TABLE NO. 4

OPERATING EXPENSES OF CALIFORNIA RAILROADS FOR

Name of Account.	Sierra Valleys Railway Company.	South San Francisco Belt Railway.
Recapitulation of expenses:		
I. Maintenance of way and structures.....	\$5,695 51	\$2,815 75
II. Maintenance of equipment.....	1,492 25	6,365 92
III. Traffic expenses.....	216 21	
IV. Transportation expenses.....	8,596 03	7,634 94
V. General expenses.....	337 96	
Total operating expenses:		
For fiscal year ending June 30, 1911.....	\$16,339 96	\$16,816 61
For fiscal year ending June 30, 1910.....	28,484 24	
Increase.....		
Decrease.....	12,144 28	
Ratio of operating expenses to operating revenues:		
For fiscal year ending June 30, 1911, per cent.....	73.75	
For fiscal year ending June 30, 1910, per cent.....	59.17	

—Continued.

FISCAL YEAR ENDING JUNE 30, 1911—SMALL ROADS.

Stockton Terminal and Eastern Rail- road Company.	Sugar Pine Railway Company.	Tonopah and Tidewater Railroad Company.	Yosemite Valley Railroad Company.	Yreka Railroad Company.	
\$2,224 50	\$14,801 50	\$44,668 42	\$36,845 15	\$5,802 94	
1,015 35	9,062 55	84,192 42	17,008 79	1,224 91	
131 15	30 90	18,992 05	13,350 41	156 80	
3,040 54	32,405 84	80,483 17	44,067 23	11,528 63	
968 73	5,927 58	10,940 67	5,676 11	240 40	
\$7,380 27	\$62,228 37	\$189,270 73	\$116,447 69	\$18,453 68	
-----	58,741 19	-----	116,152 00	22,806 22	
-----	3,487 18	-----	295 69	-----	
-----	-----	-----	-----	3,852 54	
275.15	47.48	-----	56.49	71.00	
-----	37.49	-----	48.69	87.00	

TABLE

COMPARISON OF FREIGHT, PASSENGER, AND OTHER EARNINGS, GROSS EARNINGS,
FOR THE YEARS ENDING

	Amador Central Railroad Company.	Arresta and Mad River Railroad Company.
Freight earnings.		
Year ending June 30, 1910.....	\$59,084 50	\$163,533 52
Year ending June 30, 1911.....	69,856 93	174,828 82
Increase	10,772 43	10,790 30
Decrease		
Passenger earnings.		
Year ending June 30, 1910.....	26,820 34	15,085 30
Year ending June 30, 1911.....	26,574 05	14,960 52
Increase		
Decrease	246 29	104 78
Other earnings.		
Year ending June 30, 1910.....	224 86	
Year ending June 30, 1911.....	457 27	4,811 25
Increase	232 41	4,811 25
Decrease		
Gross earnings from operation—all sources.		
Year ending June 30, 1910.....	86,129 70	178,623 82
Year ending June 30, 1911.....	96,858 25	194,120 59
Increase	10,728 55	15,496 77
Decrease		
Operating expenses.		
Year ending June 30, 1910.....	42,218 79	61,809 59
Year ending June 30, 1911.....	46,954 84	66,790 85
Increase	4,736 05	4,981 26
Decrease		
Results from operation.		
Year ending June 30, 1910—Income.....	43,910 91	116,814 23
Year ending June 30, 1910—Deficit.....		
Year ending June 30, 1911—Income.....	49,983 41	127,329 74
Year ending June 30, 1911—Deficit.....		

No. 5.

OPERATING EXPENSES, AND INCOME FROM OPERATION OF CALIFORNIA RAILROADS
JUNE 30, 1910 AND 1911.

Atchison, Topeka and Santa Fe Rail- way Company.	Bakersfield and Ventura Railroad Company. ¹	Bay Point and Clayton Railroad Company. ¹	Boca and Loyalton Railroad Company.	Buckport and Elk River Railroad Company. ¹	Butte County Railroad Company.
\$10,726,548 00			\$151,819 86		\$153,261 87
11,477,643 20	\$29,964 88	\$55,113 99	105,661 86	\$21,421 87	144,142 18
751,095 20					
			46,157 50		9,119 74
4,544,494 24			29,966 69		32,012 62
5,375,470 57	3,325 45	412 00	18,064 87		29,256 27
830,976 83					
			11,921 82		2,756 85
563,486 89			2,489 95		5,242 73
197,810 07			774 09	1,784 90	1,856 68
365,676 82			1,715 86		3,386 05
15,834,529 13			184,296 00		190,517 22
17,050,923 84	33,289 83	55,525 99	124,500 82	23,206 77	175,255 08
1,216,394 71					
			59,795 18		15,262 14
10,411,762 72			108,040 33		108,878 73
10,809,703 29	23,919 89	30,055 73	95,388 17	8,098 62	94,125 81
397,940 57					
			12,702 16		14,747 92
5,422,766 41			76,255 67		81,643 49
6,241,220 55	9,369 94	25,470 26	29,162 65	15,108 15	81,129 27

TABLE No. 5

COMPARISON OF FREIGHT, PASSENGER, AND OTHER EARNINGS, GROSS EARNINGS,
FOR THE YEARS ENDING

	California Western Rail- road and Navi- gation Company.	Cement, Tolamas and Tidewater Railway. ¹
Freight earnings.		
Year ending June 30, 1910.....	\$181,372 44	-----
Year ending June 30, 1911.....	120,546 24	-----
Increase		-----
Decrease	10,826 20	-----
Passenger earnings.		
Year ending June 30, 1910.....	22,962 79	-----
Year ending June 30, 1911.....	30,942 62	\$1,013 19
Increase	7,959 83	-----
Decrease		-----
Other earnings.		
Year ending June 30, 1910.....	1,218 00	-----
Year ending June 30, 1911.....	1,666 97	-----
Increase	448 97	-----
Decrease		-----
Gross earnings from operation—all sources.		
Year ending June 30, 1910.....	155,573 23	-----
Year ending June 30, 1911.....	153,155 83	1,013 19
Increase		-----
Decrease	2,417 40	-----
Operating expenses.		
Year ending June 30, 1910.....	125,741 07	-----
Year ending June 30, 1911.....	99,098 59	37,684 71
Increase		-----
Decrease	26,647 48	-----
Results from operation.		
Year ending June 30, 1910—Income.....	29,832 16	-----
Year ending June 30, 1910—Deficit.....		-----
Year ending June 30, 1911—Income.....	54,062 24	-----
Year ending June 30, 1911—Deficit.....		36,671 52

—Continued.

OPERATING EXPENSES, AND INCOME FROM OPERATION OF CALIFORNIA RAILROADS
JUNE 30, 1910 AND 1911.

Colusa and Lake Railroad Company.	Diamond and Caldor Railway.	Eureka and Freshwater Railway Company.	Holton Interurban Railway Company.	Iron Mountain Railway Company.	Klamath Lake Railroad Company. ¹
\$15,488 50 10,695 62	\$81,619 57 75,168 66	\$9,573 06 913 50	\$25,762 29 27,414 92	\$35,692 87 35,428 08	----- \$21,300 15
----- 4,792 88	----- 6,450 91	----- 8,659 56	----- 1,652 63	----- 264 79	----- -----
20,458 57 18,052 44	2,272 65 2,181 25	----- -----	15,332 45 19,922 46	----- -----	----- 1,253 75
----- 2,406 13	----- 141 40	----- -----	----- 4,590 01	----- -----	----- -----
----- -----	----- -----	60 00	1,269 14 1,149 31	----- -----	----- 422 62
----- -----	----- -----	60 00	119 83	----- -----	----- -----
35,947 07 28,748 06	83,892 22 77,299 91	9,693 06 913 50	42,363 88 48,486 69	35,692 87 35,428 08	----- 22,976 52
----- 7,199 01	----- 6,592 31	----- 8,719 56	----- 6,122 81	----- 264 79	----- -----
28,086 36 19,791 45	54,068 29 52,288 16	11,345 52 2,146 69	28,918 24 39,901 56	45,386 26 52,450 37	----- 14,700 51
----- 8,244 91	----- 1,780 18	----- 9,198 83	----- 10,963 32	----- 7,064 11	----- -----
7,910 71	29,823 98	-----	13,445 64	-----	-----
8,956 61	25,011 75	1,712 46	8,585 18	9,698 39	8,276 01
-----	-----	1,233 19	-----	17,022 29	-----

TABLE No. 5

COMPARISON OF FREIGHT, PASSENGER, AND OTHER EARNINGS, GROSS EARNINGS,
FOR THE YEARS ENDING

	Lake Tahoe Railway and Transportation Company.	Los Angeles and San Diego Beach Railway Company. ¹
Freight earnings.		
Year ending June 30, 1910.....	\$16,086 52	
Year ending June 30, 1911.....	8,194 89	\$9,030 75
Increase		
Decrease	7,841 63	
Passenger earnings.		
Year ending June 30, 1910.....	31,468 09	
Year ending June 30, 1911.....	32,709 84	54,178 44
Increase	1,241 75	
Decrease		
Other earnings.		
Year ending June 30, 1910.....	1,084 14	
Year ending June 30, 1911.....		92 46
Increase		
Decrease	1,084 14	
Gross earnings from operation—all sources.		
Year ending June 30, 1910.....	48,538 75	
Year ending June 30, 1911.....	40,904 73	63,304 65
Increase		
Decrease	7,634 02	
Operating expenses.		
Year ending June 30, 1910.....	34,391 14	
Year ending June 30, 1911.....	34,573 28	49,668 92
Increase		
Decrease	182 14	
Results from operation.		
Year ending June 30, 1910—Income.....	14,147 61	
Year ending June 30, 1910—Deficit.....		
Year ending June 30, 1911—Income.....	6,331 45	13,635 73
Year ending June 30, 1911—Deficit.....		

—Continued.

OPERATING EXPENSES, AND INCOME FROM OPERATION OF CALIFORNIA RAILROADS
JUNE 30, 1910 AND 1911.

McCloud River Railroad Company.	Mill Valley and Mt. Tamalpais Scenic Railway.	Nevada, California and Oregon Railway. ²	Nevada County Narrow Gauge Railroad Company.	Northwestern Pacific Railroad Company.	Ocean Shore Railroad Company. ¹
\$465,905 23	\$131 10	\$268,721 09	\$64,301 50	\$1,254,554 85	
428,537 22	267 60	194,343 85	62,606 58	1,361,900 95	\$48,029 26
	136 50			107,346 10	
37,068 01		74,377 24	1,604 92		
25,495 60	73,737 35	172,404 25	62,886 92	1,862,685 45	
27,004 97	71,502 30	139,074 98	64,250 68	1,970,792 37	21,449 10
1,509 37			1,863 71	108,156 92	
	2,235 05	33,329 27			
2,882 74	6,108 46	6,731 83	1,292 94	50,615 67	
379 82	3,965 77	5,548 41	553 31	37,166 12	141 18
2,502 92	2,142 69	1,183 42	739 63	18,449 55	
494,283 57	79,976 91	447,857 17	128,481 86	3,167,805 97	
456,222 01	75,735 67	338,967 24	127,410 52	3,369,859 44	69,619 54
				202,053 47	
38,061 56	4,241 24	108,889 98	1,070 84		
308,368 45	57,427 54	218,604 84	72,236 81	2,191,736 81	
283,830 32	62,891 32	242,992 06	90,005 85	2,496,058 86	113,762 08
	5,463 78	24,387 22	17,768 54	306,322 55	
24,538 13					
185,915 12	22,549 37	229,252 38	56,244 55	976,069 66	
172,391 69	12,844 35	95,975 18	37,405 17	871,800 58	
					44,142 54

TABLE No. 5

COMPARISON OF FREIGHT, PASSENGER, AND OTHER EARNINGS, GROSS EARNINGS,
FOR THE YEARS ENDING

	Oregon and Eureka Railroad Company.	Pacific Coast Railway Company.
Freight earnings.		
Year ending June 30, 1910.....	\$170,413 71	\$166,746 17
Year ending June 30, 1911.....	210,229 72	171,450 65
Increase	39,816 01	4,704 48
Decrease		
Passenger earnings.		
Year ending June 30, 1910.....	35,408 22	71,982 06
Year ending June 30, 1911.....	33,570 93	68,855 92
Increase	3,162 71	
Decrease		3,126 14
Other earnings.		
Year ending June 30, 1910.....	3,289 97	775 07
Year ending June 30, 1911.....	5,044 90	517 63
Increase	1,754 93	
Decrease		257 44
Gross earnings from operation—all sources.		
Year ending June 30, 1910.....	209,111 90	239,508 90
Year ending June 30, 1911.....	253,845 55	240,824 20
Increase	44,733 65	1,320 90
Decrease		
Operating expenses.		
Year ending June 30, 1910.....	151,250 44	161,634 36
Year ending June 30, 1911.....	149,023 91	193,225 14
Increase		31,590 78
Decrease	2,226 53	
Results from operation.		
Year ending June 30, 1910—Income.....	57,861 46	77,868 94
Year ending June 30, 1910—Deficit.....		
Year ending June 30, 1911—Income.....	104,821 64	47,599 06
Year ending June 30, 1911—Deficit.....		

—Continued.

OPERATING EXPENSES, AND INCOME FROM OPERATION OF CALIFORNIA RAILROADS
JUNE 30, 1910 AND 1911.

Pajaro Valley Consolidated Railroad Company.	Placerville and Lake Tahoe Railway Company. ⁴	Quincy Western Railway Company. ¹	Richmond Belt Railway. ³	Sacramento Valley and Eastern Rail- way Company.	San Diego and Arizona Railway Company. ¹
\$60,827 96				\$124,556 28	
73,951 19		\$3,285 85		44,381 76	\$2,706 99
13,123 28					
				80,174 52	
13,413 62				8,890 90	
13,298 41		4,096 19		4,940 59	710 25
115 21				3,960 81	
1,256 60				1,194 96	
		159 11			
1,256 60				1,194 95	
75,498 18				184,642 13	
87,249 60		7,541 15		49,322 85	3,417 24
11,751 42					
				85,319 78	
60,019 71				71,389 52	
77,792 01		15,798 89		52,940 29	5,343 85
17,772 30					
				18,449 23	
15,478 47				63,252 61	
9,457 59					
		8,257 74		3,617 94	1,926 11

TABLE No. 5

COMPARISON OF FREIGHT, PASSENGER, AND OTHER EARNINGS, GROSS EARNINGS,
FOR THE YEARS ENDING

	San Diego and Cuyamaca Railway Company.	San Diego Southern Railway Company.
Freight earnings.		
Year ending June 30, 1910.....	\$64,668 67	\$55,297 43
Year ending June 30, 1911.....	85,878 75	73,498 39
Increase	21,210 08	18,200 96
Decrease		
Passenger earnings.		
Year ending June 30, 1910.....	68,343 79	74,182 62
Year ending June 30, 1911.....	77,123 82	93,886 80
Increase	13,780 03	19,724 18
Decrease		
Other earnings.		
Year ending June 30, 1910.....	2,726 94	8,934 51
Year ending June 30, 1911.....	1,670 89	1,053 42
Increase		
Decrease	1,056 05	7,881 09
Gross earnings from operation—all sources.		
Year ending June 30, 1910.....	130,739 40	138,394 56
Year ending June 30, 1911.....	164,673 46	168,438 61
Increase	33,934 06	30,044 05
Decrease		
Operating expenses.		
Year ending June 30, 1910.....	95,244 11	118,813 68
Year ending June 30, 1911.....	107,629 90	130,520 74
Increase	12,385 79	16,707 06
Decrease		
Results from operation.		
Year ending June 30, 1910—Income.....	35,495 29	24,580 88
Year ending June 30, 1910—Deficit.....		
Year ending June 30, 1911—Income.....	57,043 56	37,917 87
Year ending June 30, 1911—Deficit.....		

—Continued.

OPERATING EXPENSES, AND INCOME FROM OPERATION OF CALIFORNIA RAILROADS
JUNE 30, 1910 AND 1911.

San Juan Pacific Railway Company. ¹	San Pedro, Los Angeles and Salt Lake Rail- road Company. ²	Sierra Railway Company of California.	Sierra Valley Railway Company.	Southern Pacific Company.	South San Francisco Belt Railway. ³
\$2,268 42	\$3,511,454 82	\$290,234 02	\$29,227 87	\$34,863,765 08	
	5,138,965 58	234,451 11	14,803 90	33,423,428 23	
	1,627,510 76				
		5,782 91	14,423 97	940,336 85	
1 50	2,427,753 25	133,368 67	16,805 46	24,494,310 27	
	2,784,580 25	124,851 56	6,881 83	25,234,334 60	
	356,827 00			740,024 33	
		8,517 11	9,923 63		
75	153,614 13	1,711 34	2,106 36	1,383,428 19	
	499,651 37	657 82	471 00	357,823 96	
	346,037 24				
		1,053 52	1,635 36	1,025,604 23	
2,270 00	6,092,822 20	425,314 08	48,139 69	60,241,508 54	
	8,423,197 20	409,960 49	22,156 73	59,015,586 79	
	2,330,375 00				
		15,353 54	25,982 96	1,225,916 75	
1,285 02	5,305,894 51	236,806 88	28,484 24	85,677,422 17	
	6,553,477 77	273,081 30	16,389 96	85,649,228 75	16,816 61
	1,247,583 26	36,222 42			
			12,144 28	28,193 42	
985 65	786,927 69	188,505 15	19,655 45	24,564,081 37	
	1,869,719 43	136,929 19	5,816 77	23,966,358 04	
					16,816 61

TABLE No. 5

COMPARISON OF FREIGHT, PASSENGER, AND OTHER EARNINGS, GROSS EARNINGS,
FOR THE YEARS ENDING

	Stockton Terminal and Eastern Rail- road Company. ¹	Sugar Fire Railway Company.
Freight earnings.		
Year ending June 30, 1910.....		\$155,656 09
Year ending June 30, 1911.....	\$978 27	130,311 07
Increase		
Decrease		25,445 02
Passenger earnings.		
Year ending June 30, 1910.....		
Year ending June 30, 1911.....	1,704 05	
Increase		
Decrease		
Other earnings.		
Year ending June 30, 1910.....		1,012 83
Year ending June 30, 1911.....		964 24
Increase		
Decrease		48 09
Gross earnings from operation—all sources.		
Year ending June 30, 1910.....		156,669 02
Year ending June 30, 1911.....	2,682 32	131,175 31
Increase		
Decrease		25,493 71
Operating expenses.		
Year ending June 30, 1910.....		58,741 19
Year ending June 30, 1911.....	7,880 27	62,228 37
Increase		3,487 18
Decrease		
Results from operation.		
Year ending June 30, 1910—Income.....		97,927 83
Year ending June 30, 1910—Deficit.....		
Year ending June 30, 1911—Income.....		68,946 94
Year ending June 30, 1911—Deficit.....	4,667 95	

¹Reports for year ending June 30, 1910, not received.²Entire line.³No statistics reported.⁴Not operated.⁵Under construction.

—Continued.

OPERATING EXPENSES, AND INCOME FROM OPERATION OF CALIFORNIA RAILROADS
JUNE 30, 1910 AND 1911.

Sunset Railroad Company.	Tonopah and Tidewater Railroad Company.	Western Pacific Railway Company.*	Yosemite Valley Railroad Company.	Yuba Railroad Company.	
\$497,357 88	\$296,342 42	-----	\$75,881 10	\$9,589 92	
838,270 99	218,586 20	-----	65,823 55	9,105 23	
340,913 11	77,806 22	-----	10,067 55	484 69	
140,330 95	74,578 77	-----	160,659 50	15,984 95	
228,553 55	59,446 14	-----	189,552 60	17,067 28	
83,222 60	15,182 68	-----	21,106 90	1,082 28	
6,787 11	3,581 71	-----	2,021 72		
3,663 31	2,707 49	-----	761 50	35 50	
8,123 80	874 22	-----	1,260 22	35 50	
644,475 94	374,502 90	-----	238,562 32	25,574 87	
1,065,487 85	280,689 88	-----	206,137 65	26,207 96	
421,011 91	98,813 07	-----	32,424 67	633 09	
113,592 12	228,101 09	-----	116,152 00	22,306 22	
384,520 96	189,276 73	-----	116,447 69	18,453 68	
270,928 83	38,824 36	-----	295 69	3,852 54	
530,883 82	146,401 81	-----	122,410 32	3,268 65	
680,966 90	91,413 10	-----	89,639 96	7,754 28	

TABLE

STATEMENT PER MILE OF ROAD OF FREIGHT EARNINGS, PASSENGER EARNINGS, DEFICIT) FROM OPERATION OF THE RAILROADS OF

	Amador Central Railroad Company	Arresta and Mac River Railroad Company.
Operated mileage used as divisor.....	13.75	28.00
Freight earnings per mile of road.....	\$5,080 50	\$6,226 03
Passenger, mail, and express earnings per mile of road	1,932 65	535 02
Gross earnings from all sources per mile of road....	7,046 42	6,932 87
Operating expenses per mile of road.....	3,414 89	2,385 39
Income from operation per mile of road.....	3,631 53	4,547 48
Deficit from operation per mile of road.....		

	California Western Rail- road and Navi- gation Company.	Cement, Tolamas and Tidewater Railway.
Operated mileage used as divisor.....	40.78	4.00
Freight, earnings per mile of road.....	\$2,956 01	
Passenger, mail, and express earnings per mile of road	758 77	\$253 29
Gross earnings from all sources per mile of road....	3,755 66	253 29
Operating expenses per mile of road.....	2,429 95	9,421 18
Income from operation per mile of road.....	1,325 71	
Deficit from operation per mile of road.....		9,167 89

	Lake Tahoe Railway and Transportation Company.	Los Angeles and San Diego Beach Rail- way Company.
Operated mileage used as divisor.....	18.00	20.71
Freight earnings per mile of road.....	\$455 27	\$436 05
Passenger, mail, and express earnings per mile of road	1,817 21	2,616 05
Gross earnings from all sources per mile of road....	2,272 48	3,056 71
Operating expenses per mile of road.....	1,920 74	2,396 80
Income from operation per mile of road.....	351 74	658 41
Deficit from operation per mile of road.....		

No. 6.

GROSS EARNINGS FROM ALL SOURCES, OPERATING EXPENSES, AND INCOME (OR CALIFORNIA FOR THE YEAR ENDING JUNE 30, 1911.

Atchison, Topeka and Santa Fe Rail- way Company.	Bakersfield and Ventura Railroad Company.	Bay Point and Clayton Railroad Company.	Boca and Loyalton Railroad Company.	Bucksport and Elk River Railroad Company.	Butte County Railroad Company.
1,988.05	21.00	8.82	63.02	8.74	33.24
\$5,773 32	\$1,426 88	\$6,248 75	\$1,660 32	\$2,451 01	\$4,336 40
2,703 89	158 35	46 71	283 95		890 15
8,576 70	1,585 23	6,295 46	1,953 94	2,655 24	5,272 41
5,437 34	1,139 04	3,407 67	1,498 55	926 61	2,381 70
3,139 36	446 19	2,887 79	458 39	1,728 63	2,440 71
-----	-----	-----	-----	-----	-----

Columbia and Lake Railroad Company.	Diamond and Calder Railway.	Eureka and Freshwater Railway Company.	Holton Interurban Railway Company.	Iron Mountain Railway Company.	Klamath Lake Railroad Company.
26.00	35.45	.95	19.87	14.00	17.7
\$411 37	\$2,120 41	\$961 58	\$1,379 71	\$2,580 58	\$1,206 40
694 32	60 12		1,002 64		70 83
1,105 69	2,180 53	961 58	2,440 19	2,530 58	1,298 11
761 21	1,474 98	2,259 67	2,008 13	3,746 45	890 53
344 48	705 55		432 06		467 58
-----	-----	1,298 09	-----	1,215 87	-----

McCloud River Railroad Company.	Mill Valley and Mt. Tamalpais Scenic Railway.	Nevada, California and Oregon Railway.	Nevada County Narrow Gauge Railroad Company.	Northwestern Pacific Railroad Company.	Ocean Shore Railroad Company.
92.73	10.62	159.92	27.85	485.25	65.88
\$4,624 58	\$25 19	\$928 20	\$2,247 96	\$2,806 59	\$729 04
291 22	6,732 79	727 34	2,307 02	4,061 39	325 57
4,919 89	7,131 42	1,658 55	4,574 88	6,944 58	1,056 76
3,060 82	5,921 97	1,154 79	3,231 79	5,147 98	1,726 80
1,859 07	1,209 45	503 76	1,343 09	1,796 60	
-----	-----	-----	-----	-----	670 04

TABLE No. 6

STATEMENT PER MILE OF ROAD OF FREIGHT EARNINGS, PASSENGER EARNINGS, DEFICIT) FROM OPERATION OF THE RAILROADS OF

	Oregon and Nurena Railroad Company.	Pacific Coast Railway Company.
Operated mileage used as divisor.....	56.21	110.14
Freight earnings per mile of road.....	\$3,740 07	\$1,556 06
Passenger, mail, and express earnings per mile of road	636 19	625 16
Gross earnings from all sources per mile of road.....	4,516 02	2,186 52
Operating expenses per mile of road.....	2,661 19	1,754 86
Income from operation per mile of road.....	1,864 83	432 16
Deficit from operation per mile of road.....		

	Sierra Railway Company of California.	Sierra Valleys Railway Company.
Operated mileage used as divisor.....	84.24	38.55
Freight earnings per mile of road.....	\$3,376 67	\$384 02
Passenger, mail, and express earnings per mile of road	1,482 09	178 51
Gross earnings from all sources per mile of road.....	4,866 57	574 76
Operating expenses per mile of road.....	3,241 11	423 86
Income from operation per mile of road.....	1,625 46	150 90
Deficit from operation per mile of road.....		

	Yreka Railroad Company.	
Operated mileage used as divisor.....	7.90	
Freight earnings per mile of road.....	\$1,152 56	
Passenger, mail, and express earnings per mile of road	2,160 40	
Gross earnings from all sources per mile of road.....	3,317 46	
Operating expenses per mile of road.....	2,335 90	
Income from operation per mile of road.....	981 56	
Deficit from operation per mile of road.....		

Subsidiary Companies. No Statistics Reported—Arizona and California Railway Company; Barnwell and Searchlight Railway Company; California Eastern Railway Company; Fresno County Railway; Fullerton and Richfield Railway Company; Kings River Railway Company; Laton and Western Railroad Company; Oakdale Western Railway Company; Perris and Lakeview Railway Company; Randaburg Railway Company; Chico and Northern Railroad Company; California Northeastern Railway Company; Central California Railway Company; Central Pacific Railway Company; Coast Line Railway Company; Inter-California Railway Company; Nevada and California Railway Company; Sacramento Southern Railroad Company; San Francisco and Napa Railway Company; Southern Pacific Railroad Company; South Pacific Coast Railway Company; Sunset Western Railway Company.

No Statistics Reported—Richmond Belt Railway Company; San Juan Pacific Railway Company; San Pedro, Los Angeles and Salt Lake Railroad Company; South San Francisco Belt Railroad Company.

Road in Course of Construction—Placerville and Lake Tahoe Railway Company; Western Pacific Railway Company.

—Continued.

GROSS EARNINGS FROM ALL SOURCES, OPERATING EXPENSES, AND INCOME (OR CALIFORNIA FOR THE YEAR ENDING JUNE 30, 1911.

Pajaro Valley Consolidated Railroad Company.	Quincy Western Railway Company.	Sacramento Valley and Eastern Railway Company.	San Diego and Arizona Railway Company.	San Diego and Cuyamaca Railway Company.	San Diego Southern Railway Company.
50.38	5.64	15.5	17.89	28.97	64.96
\$1,469 38	\$582 59	\$2,863 34	\$151 31	\$2,964 40	\$1,131 44
264 22	726 27	318 74	39 70	2,662 19	1,445 30
1,738 55	1,837 09	3,182 08	191 01	5,684 27	2,592 96
1,545 64	2,801 21	3,415 50	298 67	3,715 21	2,009 25
187 91				1,969 06	583 71
	1,464 12	233 42	107 66		

Southern Pacific Company.	Stockton Terminal and Eastern Railroad Company.	Sugar Pine Railway Company.	Sunset Railroad Company.	Tonopah and Tidewater Railroad Company.	Yosemite Valley Railroad Company.
5,812.21	17.4	24.58	80.78	152.83	86.06
\$5,750 55	\$56 22	\$5,297 44	\$10,377 21	\$1,429 93	\$764 85
4,341 60	97 93		2,767 43	388 97	1,621 57
10,153 72	154 15	5,336 67	13,189 99	1,836 61	2,395 28
6,133 50	424 15	2,531 67	4,760 10	1,238 48	1,353 09
4,020 22		2,805 00	8,429 89	598 13	1,042 19
	270 00				

TABLE

STATEMENT OF THE AMOUNTS REPORTED TO THE RAILROAD COMMISSION OF
CALIFORNIA RAILROADS

	Amador Central Railroad Company. ¹	Arata and Mad River Railroad Company. ¹
Total cost to June 30, 1910.....		\$353,416 37
Charged during the year ending June 30, 1911.....	\$682,452 82	34,633 34
Total cost to June 30, 1911.....	\$682,452 82	\$388,050 71

	Kings River Railway Company.	Laton and Western Railroad Company.
Total cost to June 30, 1910.....	\$47,406 13	
Charged during the year ending June 30, 1911.....	159,306 48	\$80,168 69
Total cost to June 30, 1911.....	\$206,712 61	\$80,168 69

	Bucksport and Elk River Railroad Company.	Butte County Railroad Company. ¹
Total cost to June 30, 1910.....	\$214,810 00	
Charged during the year ending June 30, 1911.....		
Total cost to June 30, 1911.....	\$214,810 00	

	Holton Interurban Railway Company.	Iron Mountain Railway Company. ¹
Total cost to June 30, 1910.....	\$301,370 67	
Charged during the year ending June 30, 1911.....	7,965 00	
Total cost to June 30, 1911.....	\$309,335 67	

	Nevada County Narrow Gauge Railroad Company.	Northwestern Pacific Railroad Company.
Total cost to June 30, 1910.....	\$666,173 74	\$42,259,308 68
Charged during the year ending June 30, 1911.....	46,879 91	2,177,285 34
Total cost to June 30, 1911.....	\$713,053 65	\$51,436,594 02

No. 7.

CALIFORNIA AS THE TOTAL COST OF CONSTRUCTION AND EQUIPMENT OF CALI-
TO JUNE 30, 1911.

Atchison, Topeka and Santa Fe Rail- way Company. ¹	² Arizona and California Railway Company. ¹	³ Barnwell and Seachlight Railway Company. ¹	California Eastern Railway Company. ²	Fresno County Railway Company. ²	Fullerton and Richfield Railway Company. ²
\$556,388,882 63	\$7,904,955 87	\$278,797 81	\$1,278,890 25	\$79,042 66	\$106,228 92
40,830,428 98	34,235 15	8,983 84	8,998 61	1,113 98	86,362 34
\$597,219,311 61	\$7,989,191 02	\$282,781 15	\$1,282,823 86	\$80,156 64	\$192,591 26

Oakdale Western Railway Company. ²	Perris and Lakeview Railway Company. ²	Handsburg Railway Company. ²	Bakersfield and Ventura Railroad Company. ²	Bay Point and Clayton Railroad Company. ²	Boca and Loyalton Railroad Company.
\$96,180 66	\$29,350 72	\$341,750 52	-----	-----	\$1,904,058 51
152 27	-----	2,823 64	-----	-----	4,382 67
\$96,332 98	\$29,350 72	\$344,074 16	-----	-----	\$1,908,441 18

Chico and Northern Railroad Company. ⁴	California West- ern Railroad and Navigation Company.	Cement, Tolamas and Tidewater Railway. ²	Colusa and Lake Railroad Company. ²	Diamond and Caldor Railway.	Eureka and Freshwater Railway Company.
\$1,491,065 85	\$1,062,441 33	-----	-----	\$472,161 49	\$25,000 00
416 00	277,995 52	-----	-----	3,390 22	-----
\$1,491,481 85	\$1,340,436 85	-----	-----	\$475,551 71	\$25,000 00

Klamath Lake Railroad Company.	Lake Tahoe Railway and Transportation Company.	Los Angeles and San Diego Beach Railway Company.	McCloud River Railroad Company.	Mill Valley and Mt. Tamalpais Scenic Railway.	Nevada, California and Oregon Rail- way Company. ¹
\$621,559 79	\$1,135,029 15	\$834,414 05	\$2,552,197 42	\$278,061 73	\$3,290,680 56
-----	9,281 24	3,294 34	74,178 87	-----	26,995 41
\$621,559 79	\$1,144,310 39	\$837,708 39	\$2,626,375 79	\$278,061 73	\$3,317,675 97

Ocean Shore Railroad Company. ²	Oregon and Eureka Railroad Company.	Pacific Coast Railway Company.	Pajaro Valley Consolidated Railroad Company.	Placerville and Lake Tahoe Railway Company.	Quincy Western Railroad Company.
-----	\$148,107 51	\$2,710,928 17	\$599,889 20	\$1,057,210 48	-----
-----	103,918 50	12,077 70	-----	-----	\$53,546 85
-----	\$252,026 01	\$2,723,005 87	\$599,889 20	\$1,057,210 48	\$53,546 85

TABLE No. 7

STATEMENT OF THE AMOUNTS REPORTED TO THE RAILROAD COMMISSION OF
FORNIA RAILROADS

	Richmond Belt Railway.	Sacramento Valley and Eastern Rail- way Company.
Total cost to June 30, 1910.....	\$523,771 78	\$547,504 57
Charged during the year ending June 30, 1911.....	43,893 65	
Total cost to June 30, 1911.....	\$567,665 43	\$547,504 57

	Sierra Valleys Railway Company.	Southern Pacific Company. ¹
Total cost to June 30, 1910.....	\$228,338 89	\$22,133,978 01
Charged during the year ending June 30, 1911.....		15,551,789 34
Total cost to June 30, 1911.....	\$228,338 89	\$37,685,767 35

	Sacramento Southern Railroad Company. ²	San Francisco and Napa Railway Company. ³
Total cost to June 30, 1910.....	\$1,867,473 74	\$308,057 71
Charged during the year ending June 30, 1911.....	432,300 85	
Total cost to June 30, 1911.....	\$2,299,774 59	\$308,057 71

	Sunset Western Railway Company. ⁴	Tonopah and Tidewater Railroad Company. ⁵
Total cost to June 30, 1910.....	\$316,326 14	\$4,192,569 95
Charged during the year ending June 30, 1911.....	100,421 94	9,291 76
Total cost to June 30, 1911.....	\$416,748 08	\$4,201,861 71

¹Entire line.²No statistics reported.³Leased to Atchison, Topeka and Santa Fe Railway Company.⁴Leased to Butte County Railroad Company.⁵Leased to Southern Pacific Company.⁶Leased to Sunset Railroad Company.

—Continued.

CALIFORNIA AS THE TOTAL COST OF CONSTRUCTION AND EQUIPMENT OF CALI-
TO JUNE 30, 1911.

San Diego and Arizona Railway Company.	San Diego and Cuyamaca Railway Company.	San Diego Southern Railway Company.	San Juan Pacific Railway Company. ²	San Pedro, Los Angeles and Salt Lake Railroad Company. ¹	Sierra Railway Company of California.
\$2,161,233 55 965,859 72	\$1,984,287 01 16,168 68	\$1,531,206 01 28,434 34	----- -----	\$69,988,015 25 381,299 57	\$5,608,437 02 2,000 00
\$3,127,093 27	\$2,000,405 69	\$1,559,640 35	-----	\$70,369,314 82	\$5,610,437 02

*California Northeastern Railway Company. ¹	Central California Railway Company. ²	*Central Pacific Railway Company. ¹	Coast Line Railway Company. ²	*Inter-California Railway Company. ¹	*Nevada and California Railway Company. ¹
\$4,912,484 63 249,441 38	\$3,051,888 94 68,137 68	\$224,554,411 96 3,106,981 70	\$682,071 07 8 50	\$1,739,959 91 109,409 51	\$6,673,719 96 10,966 52
\$5,161,926 01	\$3,120,026 62	\$227,661,398 66	\$682,079 57	\$1,849,369 42	\$6,684,686 48

*Southern Pacific Railroad Company. ¹	South Pacific Coast Railway Company. ²	South San Francisco Belt Railway.	Stockton Terminal and Eastern Railroad Company.	Sugar Pine Railway Company.	Sunset Railroad Company.
\$276,506,941 52 3,855,278 57	\$11,500,000 00	\$18,311 96	----- 204,534 86	\$1,249,482 22 8,927 09	\$828,432 67 79,842 47
\$3,855,278 57	\$11,500,000 00	\$18,311 96	\$204,534 86	\$1,253,409 31	\$908,275 14

Western Pacific Railway Company. ¹	Yosemite Valley Railroad Company.	Yreka Railroad Company.	Totals.	
----- \$97,677,903 46	\$9,176,499 67 11,244 53	\$122,090 43 8,787 05	\$1,288,431,249 94 167,638,735 38	
\$97,677,903 46	\$9,187,744 20	\$130,877 48	\$1,456,069,985 32	

TABLE

ABSTRACT OF INCOME ACCOUNTS OF CALIFORNIA RAILROAD

	Amador Central Railroad Company.	Aracata and Mad River Railroad Company.
Net operating revenue.....	\$49,983 41	\$127,329 74
Taxes accrued	8,852 72	2,677 28
Net operating revenue less taxes.....	46,580 69	124,652 46
Net operating deficit plus taxes.....		
Net revenue from outside operation.....	47,828 75	
Other income:		
Rent from lease of road.....		
Rent from joint facilities.....		
Miscellaneous rent		1,538 70
Hire of equipment.....		
Income from other sources.....		
Total other income.....		1,538 70
Gross corporate income for year.....	\$39,256 94	\$126,191 16
Deductions from gross corporate income:		
Rent for lease of road.....		
Rent for joint facilities.....		
Miscellaneous rent		
Hire of equipment.....	\$1,668 82	
Interest accrued on funded debt.....	15,000 00	
Other deductions		\$73,995 94
Total deductions from gross corporate income	\$16,668 82	\$73,995 94
Net corporate income for year.....	22,588 62	\$2,195 22
Dividends declared on capital stock.....	4,000 00	
Additions and betterments charged through income	1,826 02	
Miscellaneous charges to income.....		
Additions for the year to profit and loss.....		
Deductions for the year to profit and loss.....		
Surplus on June 30, 1910.....	12,611 82	75,280 84
Surplus on June 30, 1911.....	28,378 92	127,476 06

¹For entire system.²Subsidiary of Atchison, Topeka and Santa Fe Railway Company.³Distribution not stated.⁴Deficit.

No. 8.

COMPANIES FOR THE FISCAL YEAR ENDING JUNE 30, 1911.

Atchison, Topeka and Santa Fe Rail- way Company. ¹	Arizona and California Railway Company. ²	Laton and Western Railroad Company. ³	Bakersfield and Ventura Railroad Company.	Bay Point and Clayton Railroad Company.	Boca and Loyalton Railroad Company.
\$32,526,722 64			\$9,369 94	\$25,470 26	\$29,162 65
2,925,985 83				1,064 19	9,740 13
29,600,726 81			9,369 94	24,886 07	19,422 52
	\$240,646 49	\$3,725 00			
290,716 89					
62,861 06					
171,224 19					
5,163,964 78					\$285 69
5,688,786 92					285 69
\$35,289,513 73			\$9,369 94	\$24,886 07	\$19,708 21
783,210 62					
394,765 64					
127,908 34					
12,404,885 11	\$190,968 49	\$3,725 00	\$7,500 00		\$5,487 02
257,666 47					26,884 00
					30,001 25
\$13,918,446 18			\$7,500 00		\$61,822 27
21,371,067 55			1,869 94	*\$24,886 07	*42,114 06
15,641,150 00					
5,000,000 00					
414,139 59					
19,125 00					
					6,683 63
20,231,803 67	*84,434 23				*1,904 20
20,566,706 63	*84,754 23				*50,701 89

TABLE No. 8

ABSTRACT OF INCOME ACCOUNTS OF CALIFORNIA RAILROAD

	Buckport and Elk River Railroad Company.	Butte County Railroad Company.
Net operating revenue.....	\$13,328 25	\$81,129 27
Taxes accrued	2,028 85	2,945 23
Net operating revenue less taxes	11,294 90	78,184 04
Net operating revenue plus taxes		
Net revenue from outside operations.....		
Other income:		
Rent from lease of road.....		
Rent from joint facilities.....	1,507 05	
Miscellaneous rent		
Hire of equipment.....		
Income from other sources.....	277 85	
Total other income.....	1,784 90	
Gross corporate income for year.....	\$13,079 80	\$78,184 04
Deductions from gross corporate income:		
Rent for lease of road.....		\$52,081 00
Rent for joint facilities.....		525 12
Miscellaneous rent		25 00
Hire of equipment.....		280 90
Interest accrued on funded debt.....		
Other deductions		
Total deductions from gross corporate income		\$52,912 02
Net corporate income for year.....	\$13,079 80	25,272 02
Dividends declared on capital stock.....	15,000 00	21,373 30
Additions and betterments charged through income		
Miscellaneous charges to income.....		
Additions for the year to profit and loss.....		
Deductions for the year to profit and loss.....	1,250 34	
Surplus on June 30, 1910.....	44,133 63	*8,386 42
Surplus on June 30, 1911.....	40,963 09	*4,497 70

*Subsidiary company of Butte County Railroad Company.

—Continued.

COMPANIES FOR THE FISCAL YEAR ENDING JUNE 30, 1911.

Chico and Northern Railroad Company.	California Western Railroad and Navigation Company.	Cement, Tolman and Tidewater Railway.	Colusa and Lake Railroad Company.	Diamond and Caldwell Railway.	Eureka and Freshwater Railway Company.
-----	\$54,082 24	*\$36,671 52	\$3,956 61	\$25,011 75	*\$1,233 19
\$104 02	2,592 00	-----	938 41	1,017 05	63 47
-----	51,470 24	36,671 52	7,990 20	23,994 70	-----
104 02	-----	-----	-----	-----	*1,296 66
*1 60	42,555 34	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----
52,081 50	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	2,860 80	-----
570 25	14,218 83	-----	-----	-----	-----
52,651 75	14,218 83	-----	-----	2,860 80	-----
-----	-----	-----	-----	-----	-----
\$52,546 13	\$108,243 91	*\$36,671 52	\$7,990 20	\$26,855 50	*\$1,296 66
-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----
40,000 00	19,650 00	-----	8,000 00	7,500 00	-----
-----	5,778 07	-----	276 30	1,965 00	-----
-----	-----	-----	-----	-----	-----
\$40,000 00	\$25,428 07	-----	\$3,276 30	\$9,465 00	-----
-----	-----	-----	-----	-----	-----
12,546 13	82,815 84	*\$36,671 52	4,713 90	17,890 50	*\$1,296 66
-----	75,000 00	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	505 64	918 50
50	-----	-----	-----	135 28	2,146 00
-----	-----	-----	-----	-----	-----
*638 59	21,204 48	-----	69,984 31	-----	-----
*11,907 04	29,020 32	-----	74,698 21	17,760 86	*2,529 85

TABLE No. 8

ABSTRACT OF INCOME ACCOUNTS OF CALIFORNIA RAILROAD

	Holton Interurban Railway Company.	Iron Mountain Railway Company.
Net operating revenue.....	\$3,585 13	*\$17,022 29
Taxes accrued.....	2,431 77	1,118 06
Net operating revenue less taxes.....	6,153 96	
Net operating revenue plus taxes.....		*18,140 95
Net revenue from outside operations.....		
Other income:		
Rent from lease of road.....		
Rent from joint facilities.....		
Miscellaneous rent.....	533 50	
Hire of equipment.....		
Income from other sources.....		
Total other income.....	533 50	
Gross corporate income for year.....	\$6,686 86	*\$18,140 95
Deductions from gross corporate income:		
Rent for lease of road.....		
Rent for joint facilities.....	\$300 96	
Miscellaneous rent.....		
Hire of equipment.....	1,765 55	
Interest accrued on funded debt.....	6,000 00	
Other deductions.....	1,464 03	
Total deductions from gross corporate income.....	\$9,530 54	
Net corporate income for the year.....	*2,843 68	*\$18,140 95
Dividends declared on capital stock.....		
Additions and betterments charged through income.....		
Miscellaneous charges to income.....		
Additions for the year to profit and loss.....	1 23	
Deductions for the year to profit and loss.....	8 23	
Surplus on June 30, 1910.....	*10,255 46	
Surplus on June 30, 1911.....	*18,106 14	*18,140 95

—Continued.

COMPANIES FOR THE FISCAL YEAR ENDING JUNE 30, 1911.

Klamath Lake Railroad Company. ¹	Lake Tahoe Railway and Transportation Company.	Los Angeles and San Diego Beach Railway Company.	McCloud River Railroad Company.	Mill Valley and Mt. Tamalpais Scenic Rail- way Company.	Nevada, California and Oregon Railway. ¹
\$11,683 88	\$6,331 45	\$13,635 78	\$172,301 69	\$8,878 58	\$95,975 18
1,380 00	1,906 75	1,197 19	4,853 76	2,180 46	21,858 98
10,303 88	4,424 70	12,438 54	168,037 93	6,698 12	74,116 20
	27,859 81				
				931 85	415 38
					1,876 42
			424 97	3,033 92	7,199 39
			424 97	3,965 77	9,491 19
\$10,303 88	\$32,284 01	\$12,438 54	\$168,462 90	\$10,663 89	\$83,607 39
		1,028 24			205 00
		1,114 70	3,943 35		
11,957 99	21,500 00				31,702 07
4,838 86	8,830 61	10,197 06	60,200 00		11,626 57
\$16,796 85	\$30,330 61	\$12,340 00	\$64,143 35		\$43,533 64
*6,492 97	1,953 40	98 54	104,319 55	\$10,663 89	40,073 75
				10,000 00	22,500 00
					15,392 69
					2,411 36
					7,099 43
*663,805 32	171,774 99	*11,737 11	187,749 00	102,195 83	473,606 52
*670,904 29	173,728 39	11,688 57	292,068 55	102,859 72	471,099 51

TABLE No. 8

ABSTRACT OF INCOME ACCOUNTS OF CALIFORNIA RAILROAD

	Nevada County Narrow Gauge Railroad Company.	Northwestern Pacific Railroad Company.
Net operating revenue.....	\$37,405 17	\$371,800 58
Taxes accrued.....	5,100 00	137,700 00
Net operating revenue less taxes.....	32,245 17	734,100 58
Net operating revenue plus taxes.....		
Net revenue from outside operations.....		
Other income:		
Rent from lease of road.....		54,921 84
Rent from joint facilities.....		79,996 93
Miscellaneous rent.....		
Hire of equipment.....		
Income from other sources.....	233 00	705 24
Total other income.....	233 00	135,623 01
Gross corporate income for year.....	\$32,478 17	\$369,723 59
Deductions from gross corporate income:		
Rent for lease of road.....		
Rent for joint facilities.....		
Miscellaneous rent.....		\$689 00
Hire of equipment.....		22,584 92
Interest accrued on funded debt.....	\$12,915 00	583,077 50
Other deductions.....		46,374 85
Total deductions from gross corporate income.....	\$12,915 00	\$652,726 27
Net corporate income for the year.....	19,563 17	216,997 32
Dividends declared on capital stock.....	6,255 00	
Additions and betterments charged through income.....		
Miscellaneous charges to income.....	6,000 00	
Additions for the year to profit and loss.....		33,145 91
Deductions for the year to profit and loss.....	77,645 12	66,298 33
Surplus on June 30, 1910.....	338,353 32	1,319,602 63
Surplus on June 30, 1911.....	265,016 37	1,508,447 53

—Continued.

COMPANIES FOR THE FISCAL YEAR ENDING JUNE 30, 1911.

Ocean Shore Railroad Company.	Oregon and Eureka Railroad Company.	Pacific Coast Railway Company.	Pajaro Valley Consolidated Railroad Company.	Placerville and Lake Tahoe Railway Company.*	Quincy Western Railway Company.
*\$44,152 84	\$104,821 64	\$47,599 06	\$9,457 59		*\$8,257 74
1,684 80	8,586 61	10,730 28	3,661 51		
	96,235 03	36,868 78	5,796 08		
*45,837 34					*8,257 74
		59,721 57	1,345 08		
1,428 75			60 00		
		62 65			
		1,014 17	1,847 12	\$60 00	
1,428 75		1,076 82	1,907 12	60 00	
*\$44,408 59	\$96,235 08	\$97,667 17	\$9,048 28	\$60 00	*\$8,257 74
	54,306 33				
6,300 72		389 75	991 55		
1,908 98					
		82,200 00		14,400 00	
				128 00	
\$8,204 70	\$54,306 33	\$82,589 75	\$991 55	\$14,528 00	
*52,613 29	41,928 70	15,077 42	8,056 68	*14,468 00	*\$8,257 74
		778 21			
	7,357 20				
	174,751 40	*441,444 98	104,398 60		
*52,613 29	209,322 90	*427,145 67	112,450 28	*14,528 00	*8,257 74

*Not operated.

TABLE No. 8

ABSTRACT OF INCOME ACCOUNTS OF CALIFORNIA RAILROAD

	Richmond Belt Railway.	Sacramento Valley and Eastern Rail- way Company.
Net operating revenue.....		\$3,617 94
Taxes accrued.....	\$368 40	2,208 58
Net operating revenue less taxes.....		
Net operating revenue plus taxes.....	368 40	\$5,824 52
Net revenue from outside operation.....	\$10,434 62	
Other income:		
Rent from lease of road.....	20,164 38	
Rent from joint facilities.....		
Miscellaneous rent.....		
Hire of equipment.....		
Income from other sources.....	9,701 32	
Total other income.....	29,865 70	
Gross corporate income for year.....	\$19,062 68	\$5,824 52
Deductions from gross corporate income:		
Rent for lease of road.....		
Rent for joint facilities.....		
Miscellaneous rent.....		
Hire of equipment.....		
Interest accrued on funded debt.....		
Other deductions.....		
Total deductions from gross corporate income.....		
Net corporate income for year.....	\$19,062 68	\$5,824 52
Dividends declared on capital stock.....		50,000 00
Additions and betterments charged through income.....		
Miscellaneous charges to income.....		
Additions for the year to profit and loss.....		
Deductions for the year to profit and loss.....		
Surplus on June 30, 1910.....	111,062 39	88,144 35
Surplus on June 30, 1911.....	130,145 07	32,319 83

—Continued.

COMPANIES FOR THE FISCAL YEAR ENDING JUNE 30, 1911.

San Diego and Arizona Railway Company.	San Diego and Cuyamaca Railway Company.	San Diego Southern Railway Company.	San Pedro, Los Angeles and Salt Lake Railroad Company. ¹	Sierra Railway Company of California.
*\$1,926 11	\$57,043 56	\$37,917 87	\$1,869,719 43	\$136,929 19
	2,225 42	5,280 00	288,741 14	17,973 60
	54,818 14	32,637 87	1,590,978 29	118,955 59
*1,926 11				
			*59,282 42	
		377 36	619 80	
239 05		1,151 80		
		514 97	26,057 57	
239 05		2,044 13	26,677 87	
*\$1,687 06	\$54,818 14	\$34,682 00	\$1,548,873 24	\$118,955 59
		\$1,642 90	\$183,879 41	
		97 00	288 50	
	522 58		115,643 00	6,168 70
	25,000 00		1,925,540 00	112,239 98
	107 03		101,519 77	5,910 87
	\$25,629 61	\$1,739 90	\$2,326,870 68	\$124,314 50
*\$1,687 06	29,188 53	32,942 10	*778,497 44	*5,358 91
	1,336 16	263 52	8,056 30	86,601 62
			60,615 64	
	6,922 26	19,758 25	*2,138,151 19	572,650 26
*1,687 06	34,774 63	52,436 88	*2,985,252 69	480,689 78

TABLE No. 8

ABSTRACT OF INCOME ACCOUNTS OF CALIFORNIA RAILROAD

	Sierra Valleys Railway Company.	Southern Pacific Company. ¹
Net operating revenue.....	\$5,816 77	\$38,874,824 06
Taxes accrued.....	3,084 61	182,044 41
Net operating revenue less taxes.....	2,782 16	38,692,779 65
Net operating revenue plus taxes.....		
Net revenue from outside operation.....		94,351 82
Other income:		
Rent from lease of road.....		1,194,962 25
Rent from joint facilities.....		
Miscellaneous rent.....		
Hire of equipment.....		
Income from other sources.....		26,024,780 60
Total other income.....		27,219,732 85
Gross corporate income for year.....	\$2,782 16	\$68,008,664 32
Deductions from gross corporate income:		
Rent for lease of road.....		\$37,387,102 83
Rent for joint facilities.....		
Miscellaneous rent.....		
Hire of equipment.....	\$1,496 42	
Interest accrued on funded debt.....	6,171 50	5,149,988 24
Other deductions.....		337,570 21
Total deductions from gross corporate income.....	\$7,667 92	\$42,874,661 28
Net corporate income for year.....	\$4,885 76	\$23,182,003 04
Dividends declared on capital stock.....		16,830,342 22
Additions and betterments charged through income.....		
Miscellaneous charges through income.....		
Additions for the year to profit and loss.....		1,311,145 24
Deductions for the year to profit and loss.....	8 35	514,144 96
Surplus on June 30, 1910.....	118,538 17	54,756,476 75
Surplus on June 30, 1911.....	108,644 06	63,711,655 81

¹Subsidiary of Southern Pacific Company.

—Continued.

COMPANIES FOR THE FISCAL YEAR ENDING JUNE 30, 1911.

California Northeastern Railway Company.*	Central Pacific Railway Company.*	Coast Line Railway Company.*	Inter- California Railway Company.*	Nevada and California Railway Company.*	
	\$1,398,634 14			\$71,408 45	
	*6,878 59			*316 95	
\$308,538 70	12,824,724 72			457,540 15	
	116,248 10			8,180 46	
	788,477 18				
	18,679,445 00			465,720 61	
\$308,538 70	\$12,274,432 27			\$398,995 21	
	512,490 52				
	125,894 13			1,284 56	
	5,276,935 40			80,000 00	
308,538 70	614,889 37			264,974 04	
\$308,538 70	\$6,530,210 42			\$346,258 80	
	5,744,221 85			47,786 61	
	7,411,550 00			193,480 00	
	3,866,965 15				
21 15	1,269,917 42				
	782,759 94	\$3,173 08	\$7,422 76	190 00	
*1,070 46	27,997,606 20	12,102 82	28,663 71	205,197 08	
*1,049 31	22,950,450 38	8,929 24	21,240 95	59,263 64	

TABLE No. 8

ABSTRACT OF INCOME ACCOUNTS OF CALIFORNIA RAILROAD

	San Francisco and Napa Railway Company.*	Southern Pacific Railroad Company.*
Net operating revenue.....		
Taxes accrued.....		\$2,056,108 50
Net operating revenue less taxes.....		
Net operating revenue plus taxes.....		
Net revenue from outside operation.....		*7,103 08
Other income:		
Rent from lease of road.....	\$8,429 00	19,768,784 37
Rent from joint facilities.....		177,196 06
Miscellaneous rent.....		1,546,344 31
Hire of equipment.....		21,487,274 74
Income from other sources.....		
Total other income.....	8,429 00	
Gross corporate income for year.....	\$8,429 00	\$19,424,083 16
Deductions from gross corporate income:		
Rent for lease of road.....		\$1,562,998 66
Rent for joint facilities.....		296,771 03
Miscellaneous rent.....		6,068,582 28
Hire of equipment.....		634,547 74
Interest accrued on funded debt.....		
Other deductions.....	\$9,708 69	
Total deductions from gross corporate income.....	\$9,708 69	\$8,560,899 71
Net corporate income for year.....	*\$1,279 69	\$10,863,183 45
Dividends declared on capital stock.....		9,600,000 00
Additions and betterments charged through income.....		
Miscellaneous charges through income.....		625,414 90
Additions for the year to profit and loss.....		168,288 31
Deductions for the year to profit and loss.....	81,776 45	
Surplus on June 30, 1910.....	28,056 14	19,792,167 08
Surplus on June 30, 1911.....	*1,279 69	21,521,126 34

—Continued.

COMPANIES FOR THE FISCAL YEAR ENDING JUNE 30, 1911.

South Pacific Coast Railway Company.*	Stockton Terminal and Eastern Rail- road Company.	Sugar Fine Railway Company.	Sunset Railroad Company.		
	*\$4,697 95	\$68,946 94	\$680,966 90		
\$40,808 59		1,686 63	11,629 57		
	*4,697 95	67,260 31	669,337 33		
262,551 04					
14,656 00					
4,780 19			9,811 53		
281,987 23			9,811 53		
\$241,183 64	*\$4,697 95	\$67,260 31	\$679,148 86		
		2,879 00	4,812 55		
			18,960 00		
	396 18	1,642 33	85,702 47		
21,133 64		9,000 00	11,969 99		
220,000 00		197 54	55,777 34		
\$241,183 64	\$396 18	\$13,718 87	\$177,242 85		
	*5,094 13	53,541 44	501,906 51		
		110,000 00	300,000 00		
		293 40	130 63		
		3,426 45	41 09		
		45,480 19	60,903 18		
	*5,094 13	*14,161 42	262,899 23		

TABLE No. 8

ABSTRACT OF INCOME ACCOUNTS OF CALIFORNIA RAILROAD

	Sunset Western Railway Company. ¹	Tombah and Tidewater Railroad Company. ¹
Net operating revenue.....		\$83,478 86
Taxes accrued.....	\$744 67	21,838 68
Net operating revenue less taxes.....		61,640 18
Net operating revenue plus taxes.....		
Net revenue from outside operation.....	*661 00	
Other income:		
Rent from lease of road.....	\$18,960 00	
Rent from joint facilities.....		
Miscellaneous rent.....		
Hire of equipment.....		
Income from other sources.....	3,062 32	\$22,123 09
Total other income.....	22,022 32	22,123 09
Gross corporate income for year.....	\$20,616 65	\$83,763 27
Deductions from gross corporate income:		
Rent for lease of road.....		
Rent for joint facilities.....		\$5,881 93
Miscellaneous rent.....		
Hire of equipment.....		9,420 00
Interest accrued on funded debt.....		162,923 91
Other deductions.....	\$16,180 91	6,147 17
Total deductions from gross corporate income	\$16,180 91	\$184,373 11
Net corporate income for year.....	\$4,435 74	*\$100,609 84
Dividends declared on capital stock.....		
Additions and betterments charged through income		
Miscellaneous charges through income.....		
Additions for the year to profit and loss.....		9,250 00
Deductions for the year to profit and loss.....	59 05	796 56
Surplus on June 30, 1910.....	81,713 22	*\$6,068 08
Surplus on June 30, 1911.....	86,069 91	*\$187,246 48

¹Subsidiary of Sunset Railroad Company.

—Continued.

COMPANIES FOR THE FISCAL YEAR ENDING JUNE 30, 1911.

Yosemite Valley Railroad Company.	Yreka Railroad Company.				
\$89,689 96	\$7,754 28				
9,853 22	654 99				
79,836 74	7,099 29				
-----	-----				
-----	-----				
-----	-----				
-----	58 50				
-----	58 50				
\$79,836 74	\$7,157 79				
-----	-----				
-----	-----				
884 95	-----				
150,000 00	-----				
72,945 75	3,277 06				
\$223,880 70	\$3,277 06				
*143,993 96	3,880 73				
-----	-----				
-----	-----				
-----	-----				
*385,819 31	21,643 51				
*529,813 27	25,524 24				

TABLE

NUMBER OF TONS OF FREIGHT MOVED (CLASSIFIED BY COMMODITIES)

	Amador Central Railroad Company. ¹	Arcata and Mad River Railroad Company. ¹
Grain		
Flour		
Other mill products.....		
Hay		
Tobacco		
Cotton		
Fruit and vegetables.....		
Other products of agriculture.....		
Live stock		
Dressed meats		
Other packing house products.....		
Poultry, game, and fish.....		
Wool		
Hides and leather.....		
Other products of animals.....		
Anthracite coal		
Bituminous coal		
Coke		
Ores		
Stone, sand and other like articles.....		
Other products of mines.....		
Lumber		
Other products of forests.....		
Petroleum and other oils.....		
Sugar		
Naval stores		
Iron—pig and bloom.....		
Iron and steel rails.....		
Other castings and machinery.....		
Bar and sheet metal.....		
Cement, brick, and lime.....		
Agricultural implements		
Wagons, carriages, tools, etc.....		
Wines, liquors, and beers.....		
Household goods and furniture.....		
Other manufactures		
Merchandise		
Miscellaneous		
Total tonnage		

No. 9.

OVER CALIFORNIA RAILROADS DURING THE YEAR ENDING JUNE 30, 1911.

Atchison, Topeka and Santa Fe Rail- way Company.	Bakersfield and Ventura Railroad Company. ¹	Bay Point and Clayton Railroad Company. ¹	Boca and and Loyalton Railroad Company.	Bucksport And Elk River Railroad Company.	Butte County Railroad Company.
111,059			475		129
18,674			182		216
13,200					366
85,495			744		895
					15
75					
105,538			329		477
29,975					
24,060			1,084		80
494					50
4,369					71
434					2
599					
986					11
123,121					6
12					
18,071			48		35
2,812					
2,128					
497,460					242
474,177					
270,042			31,449	21,592	89,527
33,448			107,473	6,053	18,450
89,151			543		3,182
6,084					98
4,381			30		18
1,267			188		702
30,307			326		359
13,386					33
313,787			234		183
1,077					2
739			63		23
32,501					193
8,437					157
110,835			3,163		40
234,046			2,761		1,068
29,660			108		282
2,691,887			149,100	27,645	116,812

TABLE No. 9

NUMBER OF TONS OF FREIGHT MOVED (CLASSIFIED BY COMMODITIES)

	California West- ern Railroad and Navigation Company.	Cement, Tolamas and Tidewater Railway. ¹
Grain		
Flour		
Other mill products		
Hay		
Tobacco		
Cotton		
Fruit and vegetables		
Other products of agriculture		
Live stock		
Dressed meats		
Other packing house products		
Poultry, game, and fish		
Wool		
Hides and leather		
Other products of animals		
Anthracite coal		
Bituminous coal		
Coke		
Ores		
Stone, sand, and other like articles		
Other products of mines		
Lumber	68,331	
Other products of forests	116,578	
Petroleum and other oils		
Sugar		
Naval stores		
Iron—pig and bloom		
Iron and steel rails		
Other castings and machinery		
Bar and sheet metal		
Cement, brick, and lime		
Agricultural implements		
Wagons, carriages, tools, etc.		
Wines, liquors, and beers		
Household goods and furniture		
Other manufactures		
Merchandise	12,937	
Miscellaneous		
Total tonnage	197,846	

—Continued.

OVER CALIFORNIA RAILROADS DURING THE YEAR ENDING JUNE 30, 1911.

Colusa and Lake Railroad Company.	Diamond and Colddor Railway.	Eureka and Freshwater Railway Company. ¹	Holton Interurban Railway Company. ¹	Iron Mountain Railway Company.	Klamath Lake Railroad Company. ¹
7,345	29				
747	26				
630	10				
12	24				
	2				
72	76				
44	4				
165					
	33				
	7				
	3				
82					
	20				
	18				
	21			77,238	
3,879	3				
	2			286	
534	27,575			815	
15	285			1,060	
	57				
	14				
	1				
	102				
	118				
	29				
413	22				
	2				
	21				
10	14				
	29			101	
1,270	9			283	
686	11			1,295	
15,854	28,562			81,078	

TABLE No. 9

NUMBER OF TONS OF FREIGHT MOVED (CLASSIFIED BY COMMODITIES)

	Lake Tahoe Railway and Transportation Company. ¹	Los Angeles and San Diego Beach Railway Company.
Grain		503
Flour		
Other mill products		
Hay		343
Tobacco		
Cotton		
Fruit and vegetables		10
Other products of agriculture		13
Live stock		
Dressed meats		
Other packing house products		
Poultry, game, and fish		
Wool		
Hides and leather		
Other products of animals		8
Anthracite coal		
Bituminous coal		40
Coals		
Ores		
Stone, sand, and other like articles		458
Other products of mines		
Lumber		1,497
Other products of forests		
Petroleum and other oils		228
Sugar		
Naval stores		
Iron—pig and bloom		
Iron and steel rails		
Other castings and machinery		95
Bar and sheet metal		
Cement, brick, and lime		617
Agricultural implements		
Wagons, carriages, tools, etc.		
Wines, liquors, and beers		
Household goods and furniture		75
Other manufactures		82
Merchandise		1,851
Miscellaneous		37
Total tonnage		5,857

—Continued.

OVER CALIFORNIA RAILROADS DURING THE YEAR ENDING JUNE 30, 1911.

McCloud River Railroad Company.	Mill Valley and Mt. Tamalpais Scenic Railway. ¹	Nevada, California and Oregon Railway.	Nevada County Narrow Gauge Railroad Company.	Northwestern Pacific Railroad Company.	Ocean Shore Railroad Company.
626		767	2,571	36,269	94
193		215	1,386	2,610	
51		474	964	38,908	
1,691		1,421	3,641	19,007	139
1					
233		691	1,650	45,000	1,000
		339		5,901	
1,118		16,711	19	25,435	
		32		451	
		153			
		20		1,066	
4		1,017		744	
8		129	107	1,812	
		145		10,828	
			33		
7		133	30	12,322	235
		1	473		
		233	19	37,462	48,844
		383		1,799	
65,262		4,458	595	143,972	3,254
294,660		2,046	240	187,120	15,148
157		753	2,560	19,627	
89		700			
			476		
			171		
32		1,681	21		
201		655	469	1,502	42
74		141	272		
12		1,234	694	17,585	482
54		310		117	
2		358	10	46,946	
531		764	918	93,282	15
24		567	289	3,794	30
		1,337		52,379	372
3,354		3,324	6,589	89,200	4,043
24,880		827	746	35,870	6,348
393,264		42,019	24,963	933,028	80,046

TABLE No. 9

NUMBER OF TONS OF FREIGHT MOVED (CLASSIFIED BY COMMODITIES)

	Oregon and Eureka Railroad Company.	Pacific Coast Railway Company.
Grain	652	18,443
Flour	289	1,165
Other mill products	25	430
Hay	363	2,857
Tobacco		
Cotton		
Fruit and vegetables	446	46,859
Other products of agriculture		
Live stock	136	716
Dressed meats	321	37
Other packing house products		41
Poultry, game, and fish	2	209
Wool	29	69
Hides and leather	44	127
Other products of animals	75	
Anthracite coal		
Bituminous coal	60	235
Coke		66
Ores		
Stone, sand and other like articles	4,800	1,926
Other products of mines		
Lumber	340,783	20,790
Other products of forests		2,401
Petroleum and other oils	231	28,958
Sugar	45	767
Naval stores		
Iron—pig and bloom	48	25
Iron and steel rails		1,972
Other castings and machinery	920	543
Bar and sheet metal		4,269
Cement, brick, and lime	22	78
Agricultural implements		89
Wagons, carriages, tools, etc.	10	2,210
Wines, liquors, and beers	13	336
Household goods and furniture	59	9,071
Other manufactures		5,247
Merchandise	1,083	8,922
Miscellaneous	1,304	
Total tonnage	351,780	158,858

—Continued.

OVER CALIFORNIA RAILROADS DURING THE YEAR ENDING JUNE 30, 1911.

Pajaro Valley Consolidated Railroad Company.	Placerville and Lake Tahoe Railway Company.*	Quincy Western Railway Company.†	Richmond Belt Railway.‡	Sacramento Valley and Eastern Rail- way Company.	San Diego and Arizona Railway Company.
11,600				83	297
				34	25
483				103	294
					2
139,923				109	48
15					10
					89
					4
				14	2
30				10	221
				33	
				9,188	
2,715					1,473
8,870				508	1
				1,534	1,713
				2,185	263
					757
					13
				368	
					1,131
				277	506
					2
116				2,688	207
					2
				870	4
2,927					236
					55
					1,602
166,679				17,999	8,907

TABLE No. 9

NUMBER OF TONS OF FREIGHT MOVED (CLASSIFIED BY COMMODITIES)

	San Diego and Cuyamaca Railway Company.	San Diego Southern Railway Company.
Grain	2,052	1,222
Flour		
Other mill products	447	
Hay	1,932	1,899
Tobacco		
Cotton		
Fruit and vegetables	10,061	10,613
Other products of agriculture	324	239
Live stock	145	10
Dressed meats		60
Other packing house products		15
Poultry, game, and fish		
Wool		41
Hides and leather		24
Other products of animals	1,599	4
Anthracite coal		
Bituminous coal	72	162
Coke		
Ores		
Stone, sand and other like articles	65,283	76,670
Other products of mines		
Lumber	6,310	5,899
Other products of forests	1,433	34
Petroleum and other oils	939	1,041
Sugar		
Naval stores		
Iron—pig and bloom		
Iron and steel rails		386
Other castings and machinery		277
Bar and sheet metal		2
Cement, brick, and lime	1,674	4,473
Agricultural implements	36	
Wagons, carriages, tools, etc.	5	
Wines, liquors, and beers	30	19
Household goods and furniture	332	268
Other manufactures	347	7,531
Merchandise	8,278	7,015
Miscellaneous		4,770
Total tonnage	101,319	122,634

—Continued.

OVER CALIFORNIA RAILROADS DURING THE YEAR ENDING JUNE 30, 1911.

San Juan Pacific Railway Company. ¹	San Pedro, Los Angeles and Salt Lake Rail- road Company. ²	Sierra Railway Com- pany of California.	Sierra Valley Railway Company.	Southern Pacific Company. ³	South San Francisco Belt Railway. ¹
-----	45,796	2,734	19	806,450	-----
-----	14,392	1,482	65	100,756	-----
-----	18,053	2,811	91	247,534	-----
-----	17,876	668	228	431,414	-----
-----	218	-----	-----	9,131	-----
-----	-----	-----	-----	22,665	-----
-----	136,513	1,374	98	1,877,286	-----
-----	3,591	-----	114	89,165	-----
-----	31,860	16	251	413,242	-----
-----	122	-----	9	23,753	-----
-----	1,975	287	30	35,025	-----
-----	1,771	-----	-----	25,131	-----
-----	5,578	2	-----	16,733	-----
-----	1,718	175	23	18,327	-----
-----	28,050	-----	63	144,582	-----
-----	43	-----	-----	2,380	-----
-----	195,566	610	4	329,428	-----
-----	2,673	124	-----	119,302	-----
-----	364,664	14,948	-----	418,110	-----
-----	533,237	4,055	205	2,858,889	-----
-----	116,162	12,340	106	1,687,114	-----
-----	410,372	44,638	10,933	2,775,016	-----
-----	1,785	16,832	1,402	380,844	-----
-----	24,280	995	17	193,808	-----
-----	25,189	543	10	269,874	-----
-----	16	-----	-----	122	-----
-----	6,465	143	-----	46,425	-----
-----	37,533	545	1	83,390	-----
-----	36,914	1,961	37	398,836	-----
-----	17,562	149	7	93,441	-----
-----	156,720	9,480	87	1,362,847	-----
-----	948	-----	3	19,897	-----
-----	4,402	-----	6	18,845	-----
-----	11,704	2,263	161	259,026	-----
-----	7,502	416	27	37,613	-----
-----	38,590	3,382	46	480,094	-----
-----	96,017	4,910	237	1,663,972	-----
-----	40,206	1,443	54	422,343	-----
-----	2,436,063	129,346	14,334	18,182,810	-----

TABLE No. 9

NUMBER OF TONS OF FREIGHT MOVED (CLASSIFIED BY COMMODITIES)

	Stockton Terminal and Eastern Rail- road Company	Sugar Pine Railway Company.
Grain		76
Flour	179	72
Other mill products		4
Hay	77	163
Tobacco		
Cotton		
Fruit and vegetables		129
Other products of agriculture		6
Live stock	63	3
Dressed meats		5
Other packing house products		8
Poultry, game, and fish		4
Wool		
Hides and leather		2
Other products of animals		24
Anthracite coal		
Bituminous coal		31
Coke		
Ores		
Stone, sand and other like articles	27	
Other products of mines		
Lumber	217	58,075
Other products of forests	19	1,441
Petroleum and other oils		70
Sugar		21
Naval stores		
Iron—pig and bloom		
Iron and steel rails		
Other castings and machinery		197
Bar and sheet metal		171
Cement, brick, and lime		31
Agricultural implements		
Wagons, carriages, tools, etc.		16
Wines, liquors, and beers		26
Household goods and furniture		7
Other manufactures		335
Merchandise	293	
Miscellaneous		165
Total tonnage	875	61,082

¹No statistics reported.²Under construction.³Statistics for California not reported—entire line.

—Continued.

OVER CALIFORNIA RAILROADS DURING THE YEAR ENDING JUNE 30, 1911.

Sunset Railroad Company.	Tonopah and Tidewater Railroad Company.	Western Pacific Railway Company. ²	Yosemite Valley Railroad Company.	Yreka Railroad Company.	Totals.
9,877			1,573	230	208,725
460	15		62	64	28,161
12,493	46				58,477
	101		1,063	10	136,156
					20
1,540	16		78	68	75
					226,426
2,567			613		177,001
					73,146
					1,492
					4,985
					1,760
92					2,679
				14	3,464
15					135,922
					58
1,375			284	62	34,077
					3,035
	100		1,454		105,551
16,145			68,148	60	830,107
666,077	3,081		94	12	1,158,358
50,573	464		1,559	408	1,280,608
1,108			367	793	810,203
2,636	96		338	96	154,567
				141	8,525
					477
56			79		5,294
600			20		6,651
90,152	48		359	46	130,846
					14,809
17,001	26		1,420	396	377,153
					1,677
					50,271
				190	133,137
	10		20	27	14,903
2,057	109		99	134	192,555
30,567	692		5,013	2,197	429,249
709,919	5,892		419	96	835,286
1,615,310	10,696		83,062	5,044	7,635,886

TABLE

NUMBER OF OFFICERS AND EMPLOYEES OF

Officers and Employees.	Arcata and Mad River Railroad.	Atchison, Topeka and Santa Fe Rail- way Company.
General officers		18
Other officers		36
General office clerks		534
Station agents	3	183
Other stationmen	3	911
Enginemen	4	302
Firemen	4	315
Conductors	4	197
Other trainmen	1	683
Machinists		279
Carpenters	2	248
Other shopmen		1,209
Section foremen	6	232
Other trackmen	33	3,341
Switch tenders, crossing tenders, and watchmen		51
Telegraph operators and dispatchers		152
Employees account floating equipment		101
All other employees and laborers	12	1,657
Totals	72	10,449

TABLE No. 10

NUMBER OF OFFICERS AND EMPLOYEES OF

Officers and Employees.	Holton Inter-urban Railway Company.	Klamath Lake Railroad Company.
General officers	2	1
Other officers	2	
General office clerks	4	1
Station agents	1	
Other stationmen	2	
Enginemen	2	1
Firemen	1	1
Conductors	2	1
Other trainmen		1
Machinists		
Carpenters		2
Other shopmen		
Section foremen	1	1
Other trackmen		5
Switch tenders, crossing tenders, and watchmen		
Telegraph operators and dispatchers		
Employees account floating equipment		
All other employees and laborers		
Totals	17	14

No. 10.

CALIFORNIA RAILROADS ON JUNE 30, 1911.

Boca and Loyalton Railroad Company.	Buckport and Elk River Railroad Company.	Butte County Railroad Company.	California West- ern Railroad and Navigation Company.	Colusa and Lake Railroad Company.	Diamond and Caldor Railway.
13	2	7	6	3	1
1		2	1	1	1
7		2	1		
3		4	4	3	2
1		2	2		
2	1	3	4	2	2
2		3	4		2
4	1	3	4	2	2
2		5	7	1	1
2		3	2		1
1		1		2	6
2		2			4
7					4
3	1	5	5	1	4
30	3	20	38	11	15
1			30	3	
80	8	62	108	29	41

—Continued.

CALIFORNIA RAILROADS ON JUNE 30, 1911.

Los Angeles and San Diego Beach Railway Company.	McCloud River Railroad Company.	Mill Valley and Mt. Tamalpais Scenic Railway.	Nevada County Narrow Gauge Railroad Company.	Northwestern Pacific Railroad Company.	Oregon and Eureka Railroad Company.
2	4	3	6	8	2
1	5	1		11	3
1	2	1	2	44	2
2	2		3	138	6
2	2		9	81	2
4	10	4	3	51	5
1	10	3	2	39	12
4	12	3	2	50	6
1	22	1	2	97	11
1	5	2	3	48	13
1	5	1	3	69	4
5	35	1	7	134	21
2	7	1	2	65	6
11	67	10	12	578	71
				28	
	1			7	1
				114	5
2	5		3	123	7
40	194	31	59	1,685	177

TABLE No. 10

NUMBER OF OFFICERS AND EMPLOYEES OF

Officers and Employees.	Pacific Coast Railway Company.	Pajaro Valley Consolidated Railroad Company.
General officers	7	5
Other officers	3	
General office clerks	33	4
Station agents	10	2
Other stationmen	5	
Enginemen	6	3
Firemen	6	2
Conductors	7	3
Other trainmen	8	1
Machinists	2	2
Carpenters	5	
Other shopmen	16	4
Section foremen	10	3
Other trackmen	32	15
Switch tenders, crossing tenders, and watchmen		
Telegraph operators and dispatchers	1	
Employees account floating equipment		
All other employees and laborers	19	1
Totals	170	45

TABLE No. 10

NUMBER OF OFFICERS AND EMPLOYEES OF

Officers and Employees.	Sierra Valleys Railway Company.	South San Francisco Belt Railway.	Stockton Terminal and Eastern Railroad Company.
General officers		3	1
Other officers			1
General office clerks			1
Station agents	3		1
Other stationmen			2
Enginemen	1	2	1
Firemen	1		1
Conductors	1		1
Other trainmen	1	2	2
Machinists			1
Carpenters			1
Other shopmen	1		
Section foremen	1	1	1
Other trackmen	6	2	10
Switch tenders, crossing tenders, and watchmen			
Telegraph operators and dispatchers			
Employees account floating equipment			
All other employees and laborers			
Totals	15	10	24

*The following railroad companies failed to report number of officers and employees: Amador Central Railroad Company; Bakersfield and Ventura Railroad Company; Bay Point and Clayton Railroad Company; Cement, Tolenas and Tidewater Railway; Eureka and Freshwater Railway Company; Iron Mountain Railway Company; Lake Tahoe Railway and Transportation Company; Ocean Shore Railroad Company; Richmond Belt Railway. The following roads are omitted because of failure to segregate employees: Nevada, California and Oregon Railway Company; San Pedro, Los Angeles and Salt Lake Railroad Company; Southern Pacific Company.

—Continued.

CALIFORNIA RAILROADS ON JUNE 30, 1911.

Quincy Western Railway Company.	Sacramento Valley and Eastern Railway Company.	San Diego and Arizona Railway Company.	San Diego and Cuyamaca Railway Company.	San Diego Southern Railway Company.	Sierra Railway Company of California.
5	2	6	5	9	6
		2		4	3
	1	20	2	5	10
1	1	1	7	4	6
1		4	8	5	12
1	1	1	5	4	6
1	1	1	8	4	7
1	1	1	6	10	6
	1	2	9	12	9
	1		4	3	6
			2	3	5
1		1	30	7	29
		3	5	5	10
2		25	50	30	84
					1
	7			5	7
13	16	67	141	110	207

—Continued.

CALIFORNIA RAILROADS* ON JUNE 30, 1911.

Sugar Pine Railway Company.	Sunset Railroad Company.	Tonopah and Tidewater Railroad Company.	Yosemite Valley Railroad Company.	Yreka Railroad Company.	Totals.
2		6	6	4	145
1		4	3		86
1		11	2		691
2	5	6	6	1	410
	39		3	3	1,099
3	11	3	3	1	452
3	10	3	3	1	451
3	9	3	3	1	351
6	25	7	4		926
		6	1		385
			1		363
		7	10		1,531
2	12	9	10	1	415
18	172	20	49	4	4,764
3		7			89
	2	3			168
					232
5		19	17		1,911
49	285	114	121	16	14,469

TABLE

AVERAGE DAILY COMPENSATION OF OFFICERS AND

Officers and Employees.	Amador Central Railroad Company. ¹	Aracata and Mad River Railroad Company.
General officers		
Other officers		
General office clerks		
Station agents		\$2 13
Other stationmen		2 13
Enginemen		3 01
Firemen		3 01
Conductors		3 01
Other trainmen		3 01
Machinists		
Carpenters		2 78
Other shopmen		
Section foremen		3 02
Other trackmen		2 13
Switch tenders, crossing tenders, and watchmen		
Telegraph operators and dispatchers		
Employees account floating equipment		
All other employees and laborers		2 51
Average including general officers		2 46
Average excluding general officers		2 46

TABLE No. 11

AVERAGE DAILY COMPENSATION OF OFFICERS AND

Officers and Employees.	California West- ern Railroad and Navigation Company.	Cement, Tolamas and Tidewater Rail- way. ¹
General officers	\$3 69	
Other officers	8 54	
General office clerks	4 92	
Station agents	2 78	
Other stationmen	1 77	
Enginemen	3 39	
Firemen	2 57	
Conductors	3 46	
Other trainmen	2 62	
Machinists	2 71	
Carpenters		
Other shopmen		
Section foremen	2 46	
Other trackmen	1 83	
Switch tenders, crossing tenders, and watchmen		
Telegraph operators and dispatchers		
Employees account floating equipment		
All other employees and laborers	2 34	
Average including general officers	2 55	
Average excluding general officers	2 49	

No. 11.

EMPLOYEES OF CALIFORNIA RAILROADS ON JUNE 30, 1911.

Atchafson, Topeka and Santa Fe Rail- road Company.	Bakersfield and Ventura Railroad Company. ¹	Bay Point and Clayton Railroad Company. ¹	Boca and Loyalton Railroad Company.	Bucksport and Elk River Railroad Company.	Butte County Railroad Company.
\$13 66			\$2 88	\$2 28	\$3 49
6 91			1 64		2 30
2 58			1 64		3 95
2 64			3 12		2 71
2 34			2 73		2 30
6 15			3 86	3 45	4 77
4 03			2 88		3 43
5 47			3 34	3 83	4 67
3 70			2 73		3 48
4 41			4 28		2 52
3 41			3 39		3 00
2 89			2 90		3 00
2 58			2 44	2 88	2 76
1 34			1 83	2 29	2 00
1 75					
3 40			3 25		
3 11					
2 46			2 51		
2 70			2 50	2 83	2 83
2 67			2 49	3 14	2 78

—Continued.

EMPLOYEES OF CALIFORNIA RAILROADS ON JUNE 30, 1911.

Colusa and Lake Railroad Company.	Diamond and Calder Railway.	Eureka and Freshwater Railway Company. ¹	Holton Inter-urban Railway Company.	Iron Mountain Railway Company. ¹	Klamath Lake Railroad Company.
\$0 22	\$10 58		\$3 72		\$7 70
4 93	5 13		2 05		
			1 23		2 80
73	1 55		2 50		
			2 07		
2 46	4 80		3 62		5 20
	3 25		2 94		3 70
2 46	3 44		3 27		3 70
1 97	3 04				3 70
	3 75				
2 50	3 40				3 12
	3 16				
2 16	2 64		2 67		3 00
1 50	2 06				2 00
1 12	2 44				
1 62	2 98		2 52		4 20
1 80	2 69		2 35		3 70

TABLE No. 11

AVERAGE DAILY COMPENSATION OF OFFICERS AND

Officers and Employees.	Lake Tahoe Railway and Transportation Company.	Los Angeles and San Diego Beach Railway Company.
General officers		\$3 91
Other officers		3 36
General office clerks		2 50
Station agents		2 41
Other stationmen		2 80
Enginemen		3 30
Firemen		2 40
Conductors		2 77
Other trainmen		2 40
Machinists		4 94
Carpenters		4 07
Other shopmen		2 00
Section foremen		2 75
Other trackmen		1 79
Switch tenders, crossing tenders, and watchmen		
Telegraph operators and dispatchers		
Employees account floating equipment		
All other employees and laborers		29
Average including general officers		2 61
Average excluding general officers		2 52

TABLE No. 11

AVERAGE DAILY COMPENSATION OF OFFICERS AND

Officers and Employees.	Oregon and Eureka Railroad Company.	Pacific Coast Railway Company.
General officers	\$2 90	\$13 82
Other officers	4 25	6 07
General office clerks	2 78	3 11
Station agents	2 33	2 70
Other stationmen	2 00	2 15
Enginemen	3 97	3 81
Firemen	2 52	2 32
Conductors	3 45	3 45
Other trainmen	2 84	2 70
Machinists	3 41	4 58
Carpenters	3 76	3 21
Other shopmen	2 61	2 47
Section foremen	2 33	2 30
Other trackmen	2 27	2 05
Switch tenders, crossing tenders, and watchmen		
Telegraph operators and dispatchers	3 90	3 78
Employees account floating equipment	2 88	
All other employees and laborers	3 13	2 97
Average including general officers	2 63	2 74
Average excluding general officers	2 63	2 66

—Continued.

EMPLOYEES OF CALIFORNIA RAILROADS ON JUNE 30, 1911.

McCloud River Railroad Company.	Mill Valley and Mt. Tamalpais Scenic Railway.	Nevada, California and Oregon Railway. ²	Nevada County Narrow Gauge Railroad Company.	Northwestern Pacific Railroad Company.	Ocean Shore Railroad Company. ¹
\$12 87	\$12 15	-----	\$4 64	\$16 64	-----
6 15	6 70	-----		8 29	-----
2 53	1 90	-----	1 60	2 98	-----
3 29		-----	3 01	2 44	-----
2 50		-----	1 69	1 96	-----
4 50	3 83	-----	3 72	4 50	-----
3 33	2 25	-----	2 60	2 62	-----
4 42	2 36	-----	3 27	4 08	-----
3 32	2 00	-----	2 58	2 93	-----
4 24	3 50	-----	3 72	3 04	-----
3 80	4 00	-----	4 00	2 74	-----
2 90	2 25	-----	3 04	2 85	-----
3 08	2 50	-----	2 85	3 11	-----
2 14	2 00	-----	2 16	2 01	-----
		-----		2 47	-----
4 44		-----		4 27	-----
		-----		3 12	-----
2 84		-----	2 80	2 99	-----
		-----			-----
3 22	3 41	-----	2 83	2 71	-----
2 98	2 71	-----	2 64	2 67	-----

—Continued.

EMPLOYEES OF CALIFORNIA RAILROADS ON JUNE 30, 1911.

Pajaro Valley Consolidated Railroad Company.	Placerville and Lake Tahoe Railway Company. ²	Quincy Western Railway Company.	Richmond Belt Railway. ¹	Sacramento Valley and Eastern Railway Company.	San Diego and Arizona Railway Company.
\$5 94		\$3 33		\$6 30	\$8 75
1 98				3 51	12 50
2 52		1 84		2 60	3 20
3 25		50			3 90
3 23		4 00		4 77	2 47
2 32		2 00		3 66	4 15
3 28		3 33		4 01	2 50
2 29				3 08	4 21
3 71				4 17	3 09
					3 33
2 63		2 33			
2 46					2 87
2 11		4 00			3 06
					1 74
2 51				1 97	
2 80		2 39		3 21	2 66
2 47		2 26		2 72	2 57

TABLE No. 11

AVERAGE DAILY COMPENSATION OF OFFICERS AND

Officers and Employees.	San Diego and Cuyamaca Railway Company.	San Diego Southern Railway Company.
General officers	\$6 58	\$12 82
Other officers		4 82
General office clerks	2 40	3 17
Station agents	2 24	2 98
Other stationmen	2 11	1 89
Enginemen	3 72	3 76
Firemen	2 66	2 39
Conductors	3 15	2 89
Other trainmen	2 60	2 61
Machinists	3 74	3 75
Carpenters	3 43	3 07
Other shopmen	2 36	2 64
Section foremen	2 22	2 48
Other trackmen	1 42	1 50
Switch tenders, crossing tenders, and watchmen		
Telegraph operators and dispatchers		
Employees account floating equipment		
All other employees and laborers		1 92
Average including general officers	2 44	2 58
Average excluding general officers	2 32	2 44

TABLE No. 11

AVERAGE DAILY COMPENSATION OF OFFICERS AND

Officers and Employees.	Stockton Terminal and Eastern Rail- road Company.	Sugar Pine Railway Company.
General officers	\$3 30	\$6 75
Other officers	2 47	4 85
General office clerks	2 91	1 71
Station agents	2 47	3 21
Other stationmen	2 33	
Enginemen	3 62	4 06
Firemen	2 66	2 81
Conductors	3 68	4 10
Other trainmen	2 81	2 82
Machinists	2 78	3 09
Carpenters	3 50	
Other shopmen		
Section foremen	2 41	2 81
Other trackmen	2 08	1 83
Switch tenders, crossing tenders, and watchmen		2 16
Telegraph operators and dispatchers		
Employees account floating equipment		
All other employees and laborers		2 37
Average including general officers	2 48	2 88
Average excluding general officers	2 45	2 64

¹No statistics reported.²Not reported for California.³Under construction.

—Continued.

EMPLOYEES OF CALIFORNIA RAILROADS ON JUNE 30, 1911.

San Juan Pacific Railway Company. ¹	San Pedro, Los Angeles and Salt Lake Rail- road Company. ²	Sierra Railway Com- pany of California.	Sierra Valleys Railway Company.	Southern Pacific Company. ³	South San Francisco Belt Railway.
		\$11 44			
		5 37			
		2 07			
		3 30	\$1 52		
		1 72			
		3 73	3 76		\$3 46
		2 97	2 76		
		3 75	2 44		
		2 78	2 41		2 36
		4 00			
		3 40			
		2 66	2 51		
		2 32	2 39		2 74
		1 68	1 69		2 00
		4 44			
		3 16			
		2 62	2 02		2 68
		2 34	2 02		2 68

—Continued.

EMPLOYEES OF CALIFORNIA RAILROADS ON JUNE 30, 1911.

Sunset Railroad Company.	Tonopah and Tidewater Railroad Company.	Western Pacific Railroad Company. ⁴	Yosemite Valley Railroad Company.	Yreka Railroad Company.	
	\$9 99		\$6 57	\$4 91	
	6 64		6 20		
	2 87		3 40		
\$3 67	3 43		2 22	1 15	
2 77			1 95	1 63	
	7 14		4 59	3 78	
	4 62		2 75	2 46	
	5 99		4 41	2 66	
	3 96		3 23		
	3 52		3 75		
	3 99		3 20		
	3 55		2 56		
3 02	3 08		2 65	2 60	
1 24	1 74		1 50	2 00	
2 85	2 29				
	3 76				
	3 06		2 88		
	3 13		2 48	2 38	
	3 05		2 43	2 15	

TABLE

ACCIDENTS TO PERSONS ON CALIFORNIA

	Amador Central Railroad Company.	Arcata and Mad River Railroad Company.
Trainmen:		
Number employed .....	.....	.....
Killed .....	.....	.....
Injured .....	.....	.....
Total .....	.....	.....
All other employees:		
Number employed .....	.....	.....
Killed .....	.....	.....
Injured .....	.....	.....
Total .....	.....	.....
Passengers:		
Number of passengers	20,519	.....
Killed .....	.....	.....
Injured .....	.....	.....
Total .....	.....	.....
All others:		
Killed .....	.....	.....
Injured .....	.....	.....
Total .....	.....	.....
Total killed .....	.....	.....
Total injured .....	.....	.....

No. 12.

RAILROADS DURING YEAR ENDING JUNE 30, 1911.

Atchison, Topeka and Santa Fe Rail- way Company.	Bakersfield and Ventura Railroad Company.	Bay Point and Clayton Railroad Company.	Boca and Loyalton Railroad Company.	Buckport and Elk River Railroad Company.	Butte County Railroad Company.
1,222				2	
9					3
176					
185					3
6,356				4	
14					
955					
967					
2,686,529			10,230		22,859
130					
130					
37					
55					
92					
60					
1,316					3

TABLE No. 12

ACCIDENTS TO PERSONS ON CALIFORNIA

	California West- ern Railroad and Navigation Company.	Cent. Tolamas and Tidewater Railway.
Trainmen:		
Number employed		
Killed		
Injured		
Total		
All other employees:		
Number employed		
Killed		
Injured		
Total		
Passengers:		
Number of passengers	28,549	
Killed		
Injured		
Total		
All others:		
Killed		
Injured		
Total		
Total killed		
Total injured		

TABLE No. 12

ACCIDENTS TO PERSONS ON CALIFORNIA

	Lake Tahoe Railway and Transportation Company.	Los Angeles and San Diego Beach Railway Company.
Trainmen:		
Number employed
Killed
Injured	1
Total	1
All other employees:		
Number employed
Killed
Injured
Total
Passengers:		
Number of passengers	273,781
Killed
Injured
Total
All others:		
Killed
Injured
Total
Total killed
Total injured	1

—Continued.

RAILROADS DURING YEAR ENDING JUNE 30, 1911.

McCloud River Railroad Company.	Mill Valley and Mt. Tamalpais Scenic Railway.	Nevada, California and Oregon Railway.	Nevada County Narrow Gauge Railroad Company.	Northwestern Pacific Railroad Company.	Ocean Shore Railroad Company.
			9	237	
1			1	1	
7		4		11	
2		4	1	12	
			42	1,385	
				2	
				27	
				29	
27,491	47,965	15,961	3,059	6,412,226	39,058
				14	
				28	
				42	
				8	
			1	8	
			1	16	
1			1	25	
1		4	1	74	

TABLE No. 12

ACCIDENTS TO PERSONS ON CALIFORNIA

	Oregon and Eureka Railroad Company.	Pacific Coast Railway Company.
Trainmen:		
Number employed		27
Killed	1	
Injured		1
Total	1	1
All other employees:		
Number employed		136
Killed	9	
Injured		
Total	9	
Passengers:		
Number of passengers	225,917	110,609
Killed		
Injured		
Total		
All others:		
Killed	2	2
Injured		
Total	2	2
Total killed	3	2
Total injured	9	1

—Continued.

RAILROADS DURING YEAR ENDING JUNE 30, 1911.

Pajaro Valley Consolidated Railroad Company.	Placerville and Lake Tahoe Railway Company.	Quincy Western Railway Company.	Richmond Belt Railway	Sacramento Valley and Eastern Rail- way Company.	San Diego and Arizona Railway Company.
11					
2					
2					
30					
4					
4					
120,272		11,850		5,285	3,319
1					
1					
1					
6					

TABLE No. 12

ACCIDENTS TO PERSONS ON CALIFORNIA

	San Diego and Cuyamaca Railway Company.	San Diego Southern Railway Company.
Trainmen:		
Number employed	25	30
Killed		
Injured	2	
Total	2	
All other employees:		
Number employed	80	80
Killed		
Injured		3
Total		3
Passengers:		
Number of passengers	281,562	670,265
Killed		
Injured		
Total		
All others:		
Killed		
Injured	1	3
Total	1	3
Total killed		
Total injured	3	6

¹No report received for 1911.

—Continued.

RAILROADS DURING YEAR ENDING JUNE 30, 1911.

San Juan Pacific Railway Company. ¹	San Pedro, Los Angeles and Salt Lake Rail- road Company.	Sierra Railway Com- pany of California.	Sierra Valleys Railway Company.	Southern Pacific Company.	South San Francisco Belt Railway
		1		17	
	40			322	
	40	1		339	
	3			34	
	97			855	
	100			889	
	1,612,001	55,070	6,524	31,616,288	
	38	5		4	
				241	
	38	5		245	
	5			162	
	17	3		222	
	22	3		384	
	8	1		217	
	192	8		1,640	

TABLE NO. 12

ACCIDENTS TO PERSONS ON CALIFORNIA

	Stockton Terminal and Eastern Rail- road Company.	Sugar Pine Railway Company.
Trainmen:		
Number employed	5	
Killed		
Injured		
Total		
All other employees:		
Number employed	19	
Killed		
Injured		
Total		
Passengers:		
Number of passengers	6,272	
Killed		
Injured		
Total		
All others:		
Killed		
Injured		
Total		
Total killed		
Total injured		

*Road under construction.

—Concluded.

RAILROADS DURING YEAR ENDING JUNE 30, 1911.

Sunset Railroad Company.	Tonopah and Tidewater Railroad Company.	Western Pacific Railway Company. ²	Yosemite Valley Railroad Company.	Yreka Railroad Company.	Totals.
46					31
4					567
4					598
179					54
1					1,959
8	1				
9	1				2,013
145,964	7,657		30,356	27,911	18
					442
					460
1					218
4					314
5					532
2					321
16	1				3,282

TABLE

CLASSIFICATION OF EQUIPMENT OF CALIFORNIA RAILROADS

Equipment.	Amador Central Railroad Company. ¹	Arleta and Mad River Railroad.
Locomotives—total of all kinds owned or leased.....	-----	6
Cars in passenger service:		
First class	-----	4
Second class	-----	1
Combination	-----	
Emigrant	-----	
Dining	-----	
Parlor	-----	
Sleeping	-----	
Baggage, express, and postal.....	-----	
Other cars	-----	
Total, all classes of passenger cars.....	-----	5
Number fitted with train brake.....	-----	
Number fitted with automatic coupler.....	-----	
Cars in freight service:		
Box	-----	7
Flat	-----	201
Stock	-----	
Coal	-----	
Tank	-----	
Refrigerator	-----	
Other cars	-----	
Total, all classes of freight cars.....	-----	208
Number fitted with train brake.....	-----	
Number fitted with automatic coupler.....	-----	
Cars in company service:		
Officers' and pay cars.....	-----	
Gravel	-----	
Derrick	-----	
Caboose	-----	
Other road cars.....	-----	40
Total, all classes in company service.....	-----	40
Number fitted with train brake.....	-----	
Number fitted with automatic coupler.....	-----	
Total number of cars of all kinds.....	-----	253
Number fitted with train brake.....	-----	
Number fitted with automatic coupler.....	-----	

¹None reported.

No. 13.

AT THE CLOSE OF THE YEAR ENDING JUNE 30, 1911.

Atchison, Topeka and Santa Fe Rail- way Company.	Bakersfield and Ventura Railroad Company.	Bay Point and Clayton Railroad Company. ¹	Boca and Loyalton Railroad Company.	Buckport and Milk River Railroad Company.	Butte County Railroad Company.
1,665	1	-----	6	2	4
550	-----	-----	1	-----	2
141	-----	-----	-----	-----	-----
114	-----	-----	1	-----	2
-----	-----	-----	-----	-----	-----
26	-----	-----	-----	-----	-----
9	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----
462	-----	-----	1	-----	-----
7	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----
1,809	-----	-----	3	-----	4
-----	-----	-----	-----	-----	-----
1,809	-----	-----	3	-----	4
1,809	-----	-----	3	-----	4
-----	-----	-----	-----	-----	-----
27,570	-----	-----	-----	-----	6
3,354	20	-----	44	8	77
2,935	-----	-----	-----	-----	-----
8,398	40	-----	-----	-----	-----
2,101	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----
4,431	-----	-----	-----	28	-----
-----	-----	-----	-----	-----	-----
48,789	60	-----	44	36	83
-----	-----	-----	-----	-----	-----
48,789	-----	-----	44	-----	83
48,789	-----	-----	44	-----	83
-----	-----	-----	-----	-----	-----
35	-----	-----	-----	-----	-----
3,339	-----	-----	-----	-----	-----
28	-----	-----	-----	-----	-----
682	-----	-----	2	-----	1
458	-----	-----	3	-----	-----
-----	-----	-----	-----	-----	-----
4,542	-----	-----	5	-----	1
-----	-----	-----	-----	-----	-----
4,542	-----	-----	5	-----	1
4,542	-----	-----	5	-----	1
-----	-----	-----	-----	-----	-----
54,640	60	-----	52	36	88
-----	-----	-----	-----	-----	-----
54,640	-----	-----	52	-----	88
54,640	-----	-----	52	-----	88

TABLE No. 13

CLASSIFICATION OF EQUIPMENT OF CALIFORNIA RAILROADS

Equipment.	California West- ern Railroad and Navigation Company.	Cement, Tolamas and Tidewater Railway.
Locomotives—total of all kinds owned or leased.....	6	4
Cars in passenger service:		
First class	1	
Second class	2	
Combination	1	1
Emigrant		
Dining		
Parlor		
Sleeping		
Baggage, express, and postal		
Other cars		
Total all classes of passenger cars	4	1
Number fitted with train brake		
Number fitted with automatic coupler	3	
Cars in freight service:		
Box	3	1
Flat	148	2
Stock	1	
Coal		4
Tank	6	
Refrigerator		
Other cars	35	4
Total all classes of freight cars	193	11
Number fitted with train brake		
Number fitted with automatic coupler	158	
Cars in company service:		
Officers' and pay cars		
Gravel		
Derrick		
Caboose		
Other road cars		
Total all classes in company service		
Number fitted with train brake		
Number fitted with automatic coupler		
Total number of cars of all kinds	197	12
Number fitted with train brake		
Number fitted with automatic coupler	161	

—Continued.

AT THE CLOSE OF THE YEAR ENDING JUNE 30, 1911.

Colusa and Lake Railroad Company.	Diamond and Calder Railway.	Eureka and Freshwater Railway Company. ¹	Holton Inter-urban Railway Company.	Iron Mountain Railway Company.	Klamath Lake Railroad Company.
4	4		3	3	1
2					
1	1		1		1
2			4		
5	1		5		1
	1		1		1
			1		1
8			2		1
34	64		4	5	1
1	2				
				20	
43	66		6	25	2
	66		6		
			6		2
	1				
	2			1	
3				1	1
3	3			2	1
	2				
					1
51	70		11	27	4
	69		7		1
			7		4

TABLE No. 13

CLASSIFICATION OF EQUIPMENT OF CALIFORNIA RAILROADS

Equipment.	Lake Tahoe Railway and Transportation Company.	Los Angeles and San Diego Beach Rail- way Company.
Locomotives—total of all kinds owned or leased.....	4	2
Cars in passenger service:		
First class	9	6
Second class		
Combination		2
Emigrant		
Dining		
Parlor	1	
Sleeping		
Baggage, express, and postal	2	
Other cars		4
Total all classes of passenger cars	12	12
Number fitted with train brake	12	11
Number fitted with automatic coupler	12	2
Cars in freight service:		
Box	7	4
Flat	6	21
Stock		
Coal		
Tank		1
Refrigerator		
Other cars	55	
Total all classes of freight cars	68	26
Number fitted with train brake	68	9
Number fitted with automatic coupler	13	22
Cars in company service:		
Officers' and pay cars		
Gravel		
Derrick		
Caboose		
Other road cars		
Total all classes in company service		
Number fitted with train brake		
Number fitted with automatic coupler		
Total number of cars of all kinds	80	38
Number fitted with train brake	80	20
Number fitted with automatic coupler	25	24

—Continued.

AT THE CLOSE OF THE YEAR ENDING JUNE 30, 1911.

McCloud River Railroad Company.	Mill Valley and Mt. Tamalpais Scenic Railway.	Nevada, California and Oregon Rail- way.	Nevada County Narrow Gauge Railway Company.	Northwestern Pacific Railroad Company.	Ocean Shore Railroad Company.
13	5	10	5	60	12
-----	12	4	3	128	-----
2	-----	2	-----	13	19
-----	-----	3	3	15	-----
-----	-----	-----	-----	-----	-----
-----	-----	3	-----	25	-----
-----	5	-----	4	24	-----
2	17	12	10	205	19
2	-----	12	10	205	-----
2	-----	12	10	205	19
-----	-----	-----	-----	-----	-----
373	2	39	29	324	41
-----	-----	78	30	858	86
-----	-----	34	-----	45	-----
9	-----	2	4	21	-----
-----	-----	-----	-----	-----	-----
28	-----	-----	3	-----	-----
410	2	153	66	1,248	127
410	-----	153	66	1,188	-----
410	-----	153	66	993	127
-----	-----	-----	-----	-----	-----
1	-----	1	-----	3	-----
-----	-----	-----	-----	33	-----
-----	-----	1	1	3	-----
4	-----	2	-----	22	-----
32	-----	26	1	123	-----
-----	-----	-----	-----	-----	-----
37	-----	30	2	184	-----
-----	-----	-----	-----	-----	-----
37	-----	14	-----	168	-----
37	-----	30	2	152	-----
-----	-----	-----	-----	-----	-----
449	19	195	78	1,637	146
449	-----	179	76	1,511	-----
449	-----	195	78	1,350	146

TABLE No. 13

CLASSIFICATION OF EQUIPMENT OF CALIFORNIA RAILROADS

Equipment.	Oregon and Eureka Railroad Company.	Pacific Coast Railway Company.
Locomotives—total of all kinds owned or leased.....	7	10
Cars in passenger service:		
First class	3	6
Second class		
Combination	1	2
Emigrant		
Dining		
Parlor		
Sleeping		
Baggage, express, and postal		2
Other cars		
Total all classes of passenger cars.....	4	10
Number fitted with train brakes.....	4	10
Number fitted with automatic coupler.....	4	9
Cars in freight service:		
Box	9	24
Flat	177	121
Stock		9
Coal		
Tank		15
Refrigerator		
Other cars	25	4
Total all classes of freight cars.....	211	173
Number fitted with train brake.....	186	146
Number fitted with automatic coupler.....	186	144
Cars in company service:		
Officers' and pay cars.....		
Gravel		1
Derrick		
Caboose	1	
Other road cars.....	1	1
Total all classes in company service.....	2	2
Number fitted with train brake.....	1	2
Number fitted with automatic coupler.....	2	2
Total number of cars of all kinds.....	217	185
Number fitted with train brake.....	191	158
Number fitted with automatic coupler.....	192	155

¹None reported.²No report received for 1911.

—Continued.

AT THE CLOSE OF THE YEAR ENDING JUNE 30, 1911.

Pajaro Valley Consolidated Railroad Company.	Placerville and Lake Tahoe Railway Company.	Quincy Western Railway Company.	Richmond Belt Railway. ¹	Sacramento Valley and Eastern Rail- way Company.	San Diego and Arizona Railway Company.
7	1	1	-----	2	2
4	-----	1	-----	-----	-----
2	-----	-----	-----	-----	-----
3	1	-----	-----	1	-----
-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----
1	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----
10	1	1	-----	1	-----
8	-----	-----	-----	1	-----
6	-----	-----	-----	1	-----
-----	-----	-----	-----	-----	-----
26	-----	-----	-----	1	18
11	1	1	-----	5	79
-----	-----	-----	-----	-----	-----
3	-----	-----	-----	-----	2
-----	-----	-----	-----	-----	-----
228	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----
268	1	1	-----	6	99
173	-----	-----	-----	6	99
173	-----	-----	-----	6	99
-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	1	1
-----	-----	-----	-----	-----	20
-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	1	21
-----	-----	-----	-----	1	13
-----	-----	-----	-----	1	6
-----	-----	-----	-----	-----	-----
278	2	2	-----	8	120
181	-----	-----	-----	8	112
179	-----	-----	-----	8	105

TABLE No. 13

CLASSIFICATION OF EQUIPMENT OF CALIFORNIA RAILROADS

Equipment.	San Diego and Cuyamaca Railway Company.	San Diego Southern Railway Company.
Locomotives—total of all kinds owned or leased.....	4	7
Cars in passenger service:		
First class	4	
Second class		12
Combination	1	2
Emigrant		
Dining		
Parlor		
Sleeping		
Baggage, express, and postal		
Other cars	1	8
Total all classes of passenger cars.....	6	22
Number fitted with train brake.....	6	20
Number fitted with automatic coupler.....	6	20
Cars in freight service:		
Box	32	18
Flat	65	89
Stock		
Coal	3	9
Tank	1	2
Refrigerator		
Other cars	1	
Total all classes of freight cars.....	102	118
Number fitted with train brake.....	102	117
Number fitted with automatic coupler.....	102	117
Cars in company service:		
Officers' and pay cars.....		
Gravel		
Derrick		
Caboose	1	
Other road cars.....		1
Total all classes in company service.....	1	1
Number fitted with train brake.....	1	
Number fitted with automatic coupler.....	1	1
Total number of cars of all kinds.....	109	141
Number fitted with train brake.....	109	137
Number fitted with automatic coupler.....	109	138

—Continued.

AT THE CLOSE OF THE YEAR ENDING JUNE 30, 1911.

San Juan Pacific Railway Company. ²	San Pedro Los Angeles and Salt Lake Rail- road Company.	Sierra Railway Com- pany of California.	Sierra Valleys Railway Company.	Southern Pacific Company.	South San Francisco Belt Railway.
	150	10		1,279	2
	59	2		891	
	10	1	1	10	
	14			95	
	3			82	
	32	3		494	
	1	4			
	119	10	1	1,572	
	119	10	1	1,572	
	119	10	1	1,572	
	978	14	4	15,665	
	684	42		6,484	
	194	1		2,461	
	748			2,035	
	213	3		2,118	
				174	
	2,817	60	4	28,937	
	2,817	60	4	28,936	
	2,817	60	4	28,937	
	3			23	
	98	6		1,624	
	4			37	
	50	2		501	
	169	4		3,780	
	324	12		5,965	
	324	12		5,767	
	324	12		5,952	
	3,260	82	5	36,474	
	3,260	82	5	36,275	
	3,260	82	5	36,461	

TABLE No. 13

CLASSIFICATION OF EQUIPMENT OF CALIFORNIA RAILROADS

Equipment.	Stockton Terminal and Eastern Rail- road Company.	Sugar Fine Railway Company.
Locomotives—total of all kinds owned or leased....	1	3
Cars in passenger service:		
First class	-----	-----
Second class	-----	-----
Combination	1	-----
Emigrant	-----	-----
Dining	-----	-----
Parlor	-----	-----
Sleeping	-----	-----
Baggage, express, and postal.....	-----	-----
Other cars	4	-----
Total all classes of passenger cars.....	5	-----
Number fitted with train brake.....	5	-----
Number fitted with automatic coupler.....	1	-----
Cars in freight service:		
Box	1	-----
Flat	4	72
Stock	-----	-----
Coal	-----	-----
Tank	-----	-----
Refrigerator	-----	-----
Other cars	-----	-----
Total all kinds of freight cars.....	5	72
Number fitted with train brake.....	5	72
Number fitted with automatic coupler.....	5	72
Cars in company service:		
Officers' and pay cars	-----	-----
Gravel	-----	3
Derrick	-----	-----
Caboose	-----	1
Other road cars.....	-----	-----
Total all classes in company service.....	-----	4
Number fitted with train brake.....	-----	1
Number fitted with automatic coupler.....	-----	1
Total number of cars of all kinds.....	10	76
Number fitted with train brake.....	10	73
Number fitted with automatic coupler.....	6	73

*Owns no equipment. During the fiscal year ending June 30, 1911, the equipment used by the Sunset Railroad Company was furnished by the Southern Pacific Company and The Atchison, Topeka and Santa Fe Railway Company, as required, at an agreed per diem rate.

—Concluded.

AT THE CLOSE OF THE YEAR ENDING JUNE 30, 1911.

Sunset Railroad Company. ^a	Tonopah and Tidewater Railroad Company.	Western Pacific Railway Company.	Yosemite Valley Railroad Company.	Yreka Railroad Company.	Totals.
-----	8	113	5	2	3,434
-----	2	40	2	-----	1,736
-----	1	-----	1	-----	204
-----	2	-----	2	1	272
-----	-----	8	-----	-----	130
-----	-----	-----	-----	-----	13
-----	1	40	-----	1	1,068
-----	-----	-----	-----	2	69
-----	6	88	5	4	3,492
-----	6	88	5	3	3,429
-----	6	88	5	3	3,434
-----	18	-----	15	1	44,866
-----	19	485	42	1	13,798
-----	-----	-----	3	-----	5,683
-----	-----	499	-----	-----	11,757
-----	-----	10	-----	-----	4,493
-----	-----	4	-----	-----	178
-----	-----	-----	6	-----	4,868
-----	37	998	66	2	85,643
-----	37	998	66	2	84,653
-----	37	998	66	2	84,691
-----	1	-----	-----	-----	68
-----	-----	209	1	-----	5,104
-----	4	62	2	-----	285
-----	6	-----	3	-----	1,343
-----	-----	-----	-----	-----	4,671
-----	11	271	6	-----	11,471
-----	11	271	6	-----	11,179
-----	11	271	6	-----	11,360
-----	54	1,357	77	6	100,606
-----	54	1,357	77	5	99,266
-----	54	1,357	77	5	99,485

TABLE
LOCOMOTIVE MILEAGE OF CALIFORNIA

	Amador Central Railroad Company. ¹	Arcata and Mad River Railroad Company. ¹
Revenue service, locomotive miles:		
Freight	-----	-----
Passenger	-----	-----
Mixed	-----	-----
Special	-----	-----
Switching	-----	-----
Total	-----	-----
Non-revenue service, locomotive miles	-----	-----
Total	-----	-----

TABLE No. 14
LOCOMOTIVE MILEAGE OF CALIFORNIA

	California West- ern Railroad and Navigation Company. ¹	Cement, Tolamas and Tidewater Railway. ¹
Revenue service, locomotive miles:		
Freight	-----	-----
Passenger	21,077	-----
Mixed	-----	-----
Special	-----	-----
Switching	-----	-----
Total	21,077	-----
Non-revenue service, locomotive miles	-----	-----
Total	21,077	-----

TABLE No. 14
LOCOMOTIVE MILEAGE OF CALIFORNIA

	Lake Tahoe Railway and Transportation Company. ¹	Los Angeles and San Diego Beach Railway Company.
Revenue service, locomotive miles:		
Freight	-----	-----
Passenger	-----	83,125
Mixed	-----	8,764
Special	-----	-----
Switching	-----	-----
Total	-----	91,889
Non-revenue service, locomotive miles	-----	-----
Total	-----	91,889

No. 14.

RAILROADS FOR YEAR ENDING JUNE 30, 1911.

Atchison, Topeka and Santa Fe Rail- way Company.	Bakersfield and Ventura Railroad Company. ¹	Bay Point and Clayton Railroad Company. ¹	Boca and Loyton Railroad Company.	Bucksport and Elk River Railroad Company.	Butte County Railroad Company.
3,244,285	-----	-----	17,340	6,250	14,372
3,824,694	-----	-----	76	-----	17,719
112,435	-----	-----	27,451	-----	6,676
29,545	-----	-----	86	-----	-----
1,084,890	-----	-----	27,428	-----	19,340
8,295,849	-----	-----	72,381	6,250	58,107
496,589	-----	-----	7,042	-----	578
8,792,438	-----	-----	79,423	6,250	58,685

—Continued.

RAILROADS FOR YEAR ENDING JUNE 30, 1911.

Colum and Lake Railroad Company.	Diamond and Caldor Railway.	Eureka and Freshwater Railway Company. ¹	Holton Inter-urban Railway Company. ¹	Iron Mountain Railway Company. ¹	Klamath Lake Railroad Company. ¹
-----	12,846	-----	-----	-----	-----
20,720	-----	-----	-----	-----	-----
16,060	13,384	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----
36,780	26,230	-----	-----	-----	-----
2,232	-----	-----	-----	-----	-----
39,112	26,230	-----	-----	-----	-----

—Continued.

RAILROADS FOR YEAR ENDING JUNE 30, 1911.

McCloud River Railroad Company.	Mill Valley and Mt. Tamalpais Scenic Railway. ¹	Nevada, California and Oregon Railway.	Nevada County Narrow Gauge Railroad Company.	Northwestern Pacific Railroad Company.	Ocean Shore Railroad Company.
80,724	-----	5,969	11,190	323,697	19,285
26,373	-----	955	18,983	595,701	21,523
15,748	-----	94,556	30,970	44,424	-----
75	-----	20	77	819	-----
14,721	-----	-----	3,010	162,825	-----
137,641	-----	101,500	64,230	1,127,466	40,808
10,094	-----	33,364	2,063	146,453	-----
147,735	-----	134,864	66,293	1,273,919	40,808

TABLE No. 14
LOCOMOTIVE MILEAGE OF CALIFORNIA

	Oregon and Eureka Railroad Company.	Pacific Coast Railway Company.
Revenue service, locomotive miles:		
Freight	73,745	5,968
Passenger	41,326	67,900
Mixed		92,640
Special	383	172
Switching	21,975	54,913
Total	137,429	220,993
Non-revenue service, locomotive miles.....	1,067	12,684
Total	138,516	233,677

TABLE No. 14
LOCOMOTIVE MILEAGE OF CALIFORNIA

	San Diego and Cuyamaca Railway Company.	San Diego Southern Railway Company.
Revenue service, locomotive miles:		
Freight	17,320	29,939
Passenger	91,329	44,561
Mixed	17,270	
Special	1,020	1,661
Switching		3,774
Total	127,439	79,935
Non-revenue service, locomotive miles.....	1,150	379
Total	128,589	80,314

TABLE No. 14
LOCOMOTIVE MILEAGE OF CALIFORNIA

	Stockton Terminal and Eastern Rail- road Company.	Sugar Pine Railway Company.
Revenue service, locomotive miles:		
Freight		22,336
Passenger		
Mixed	1,733	
Special		
Switching		7,033
Total	1,733	29,369
Non-revenue service, locomotive miles.....		3,264
Total	1,733	32,633

¹No statistics reported.

²Under construction.

³Entire line. California statistics not reported.

—Continued.

RAILROADS FOR YEAR ENDING JUNE 30, 1911.

Pajaro Valley Consolidated Railroad Company.	Placerville and Lake Tahoe Railway Company. ²	Quincy Western Railway Company.	Richmond Belt Railway. ²	Sacramento Valley and Eastern Railway Company.	San Diego and Arizona Railroad Company.
22,568					3,343
22,136					
17,035		8,030		10,950	50
5,616					752
67,355		8,030		10,950	4,145
275					26
67,630		8,030		10,950	4,171

—Continued.

RAILROADS FOR YEAR ENDING JUNE 30, 1911.

San Juan Pacific Railway Company. ¹	San Pedro, Los Angeles and Salt Lake Railroad Company. ²	Sierra Railway Company of California.	Sierra Valley Railway Company.	Southern Pacific Company.	South San Francisco Belt Railway. ¹
	1,614,849	45,454		7,418,711	
	2,363,915	42,274	339	14,620,522	
	104,410	24,122	16,798	635,554	
	25,207		256	35,923	
	418,323		1,646	3,644,703	
	4,526,704	111,850	19,039	26,355,413	
	294,632	5,423	844	1,370,336	
	4,821,336	117,273	19,883	27,725,749	

—Continued.

RAILROADS FOR YEAR ENDING JUNE 30, 1911.

Sunset Railroad Company.	Tonopah and Tidewater Railroad Company.	Western Pacific Railway Company. ²	Yosemite Valley Railroad Company.	Yreka Railroad Company. ¹	Totals.
138,150	21,959		22,387		13,172,587
50,950			77,274		22,053,472
	100,768		6,624		1,406,452
72,196	6,454		13,326		95,244
					5,562,925
261,296	129,181		119,611		42,290,680
4,512	3,336		4,334		2,400,797
265,808	132,517		123,945		44,691,477

TABLE

CAR AND TRAIN MILEAGE STATISTICS OF CALIFORNIA

Classification.	Atchison, Topeka and Santa Fe Rail- way Company.	Boca and Loyalton Railroad Company.
Revenue service, freight car miles:		
Loaded	60,931,288	135,698
Empty	22,138,201	108,511
Cabooses	2,696,493	14,423
Total	85,765,982	258,632
Average number of freight cars per train mile.....	31.86	6.16
Average number of loaded cars per train mile.....	22.63	3.23
Average number of empty cars per train mile.....	8.22	2.59
Average number of tons of freight per loaded car mile	14.71	18.82
Revenue service, passenger car miles:		
Passenger	7,978,886	25,544
Sleeping, parlor, and observation.....	6,154,713	
Other passenger train cars.....	5,890,616	20,410
Total	20,024,215	45,954
Average number of passengers per car mile.....	14	8
Average number of passengers per train mile.....	55	8
Revenue service, special car miles:		
Freight, loaded	54,505	
Freight, empty	6,207	
Cabooses	6,201	
Passenger	26,324	430
Sleeping, parlor, and observation.....	70,331	
Other passenger train cars.....	28,187	
Total	191,755	430
Non-revenue service, car miles.....	8,740,066	5,337

*Freight statistics not kept.

*The following operating railroad companies failed to report car and train mileage. Amador Central Railroad Company; Arcata and Mad River Railroad Company; Bakersfield and Ventura Railroad Company; Bay Point and Clayton Railroad Company; Cement, Tolenas and Tidewater Railway; Eureka and Freshwater Railway Company; Holton Inter-urban Railway Company; Iron Mountain Railway Company; Klamath Lake Railroad Company; Lake Tahoe Railway and Transportation Company; Mill Valley and Mt. Tamalpais Scenic Railway Company; Richmond Belt Railway; South San Francisco Belt Railway; Yreka Railroad Company.

No. 15.

RAILROADS* FOR THE YEAR ENDING JUNE 30, 1911.

[illegible]

TABLE No. 15

CAR AND TRAIN MILEAGE STATISTICS OF CALIFORNIA

Classification.	McCloud River Railroad Company.	Nevada, California and Oregon Railway.
Revenue service, freight car miles:		
Loaded	446,172	491,248
Empty	408,122	280,072
Caboose	38,575	4,258
Total	892,869	775,578
Average number of freight cars per train mile.....	11.09	8.01
Average number of loaded cars per train mile.....	5.67	5.07
Average number of empty cars per train mile.....	5.12	2.89
Average number of tons of freight per loaded car mile	14.77	7.71
Revenue service, passenger car miles:		
Passenger	41,496	102,072
Sleeping, parlor, and observation.....	68	
Other passenger train cars.....		92,245
Total	41,564	194,317
Average number of passengers per car mile.....	11	15
Average number of passengers per train mile.....	11	17
Revenue service, special car miles:		
Freight, loaded		
Freight, empty		
Caboose		
Passenger	75	4,381
Sleeping, parlor, and observation.....		
Other passenger train cars.....		
Total	75	4,381
Non-revenue service, car miles.....	20,843	82,676

—Continued.

RAILROADS* FOR THE YEAR ENDING JUNE 30, 1911.

Nevada County Narrow Gauge Railroad Company.	Northwestern Pacific Railroad Company.	Ocean Shore Railroad Company.	Oregon and Eureka Railroad Company.	Pacific Coast Railway Company.	Pajaro Valley Consolidated Railroad Company.
84,444 66,697 9,547	2,981,529 1,167,982 296,205	61,626 36,662	667,968 545,760 30,600	315,850 148,370	266,436 259,456
160,688	4,445,666	98,288	1,244,348	464,220	525,892
3.86 2.03 1.60 5.65	12.65 8.48 3.82 12.78	4.44 2.78 1.66 2.08	16.87 9.06 7.40 9.57	4.78 3.22 1.51 9.89	13.28 6.73 6.55 6.04
100,846	3,548,450 420 790,310	76,008	108,185	212,242 75,988	54,487
100,846	4,389,180	76,008	108,185	288,230	54,487
10 20	31 100	10.45 35.65	11 28	8 10	12 17
294	799 184		904	172	
294	983 1,410,963		904 6,492	172 44,068	550

TABLE No. 15

CAR AND TRAIN MILEAGE STATISTICS OF CALIFORNIA

Classification.	Quincy Western Railway Company.	Sacramento Valley and Eastern Railway.
Revenue service, freight car miles:		
Loaded	963	6,717
Empty	710	6,191
Caboose		
Total	1,673	12,908
Average number of freight cars per train mile.....	.21	1.18
Average number of loaded cars per train mile.....	.12	.61
Average number of empty cars per train mile.....	.09	.57
Average number of tons of freight per loaded car mile .....	.35	29.46
Revenue service, passenger car miles:		
Passenger	8,080	10,950
Sleeping, parlor, and observation		
Other passenger train cars		
Total	8,080	10,950
Average number of passengers per car mile.....	.27	4
Average number of passengers per train mile.....	.27	4
Revenue service, special car miles:		
Freight, loaded		
Freight, empty		
Caboose		
Passenger		
Sleeping, parlor, and observation		
Other passenger train cars		
Total		
Non-revenue service, car miles.....	710	

*Entire line. California data not segregated.

—Continued.

RAILROADS* FOR THE YEAR ENDING JUNE 30, 1911.

San Diego and Arizona Railway Company.	San Diego and Cuyamaca Railway Company.	San Diego Southern Railway Company.	San Pedro, Los Angeles and Salt Lake Railroad Company. ¹	Sierra Railway Company of California.	Sierra Valleys Railway Company.
6,512 7,509 3,393	135,736 53,813 16,025	108,343 60,060	24,482,533 9,651,495 1,339,081	381,318 135,660 27,889	26,954 15,968
17,414	205,574	168,403	35,473,109	544,867	42,942
5.13 1.92 2.21	6.44 4.26 1.69	5.62 3.62 2.00	24.62 16.99 6.70	8.89 6.22 2.21	2.56 1.60 .89
16.64	12.85	13.15	16.50	16.42	8.65
124 74	199,827	289,547	3,337,898 6,007,724 4,461,544	126,621	18,860
198	199,827	289,547	13,807,166	168,019	18,860
12.7	17 34	16 21	14 57	14 27	6 6
		76 75	6,336		
		4,833	384 24,656 1,440 3,352		148
		4,964	36,168		148
632		713	3,187,026	31,676	3,376

TABLE No. 15

CAR AND TRAIN MILEAGE STATISTICS OF CALIFORNIA

Classification.	Southern Pacific Company.	Stockton Terminal and Eastern Rail- road Company.
Revenue service, freight car miles:		
Loaded	188,566,915	1,411
Empty	55,759,967	1,362
Caboose	5,438,396	
Total	199,765,298	2,773
Average number of freight cars per train mile.....	33.77	1.60
Average number of loaded cars per train mile.....	23.42	.81
Average number of empty cars per train mile.....	9.43	.79
Average number of tons of freight per loaded car mile	16.52	6.74
Revenue service, passenger car miles:		
Passenger	35,308,955	7,232
Sleeping, parlor, and observation	20,462,200	
Other passenger train cars	24,558,098	
Total	80,324,253	7,232
Average number of passengers per car mile.....	17	9
Average number of passengers per train mile.....	68	9
Revenue service, special car miles:		
Freight, loaded	261,138	
Freight, empty	2,261	
Caboose	21,024	
Passenger	63,160	
Sleeping, parlor, and observation	34,279	
Other passenger train cars	23,164	
Total	411,035	
Non-revenue service, car miles.....	10,467,366	

TABLE

TRAIN MILEAGE STATISTICS OF CALIFORNIA

Classification.	Amador Central Railroad Company.	Atchison, Topeka and Santa Fe Rail- way Company.
Train mileage-revenue service:		
Freight train miles	24	2,587,546
Passenger train miles		3,556,933
Mixed train miles	24	104,566
Special service train miles		26,822
Total revenue train mileage.....	48	6,275,867
Average number of passengers per train mile.....		55
Average number of tons of freight per train mile.....		332.97

—Continued.

RAILROADS FOR YEAR ENDING JUNE 30, 1911.

Sugar Pine Railway Company.	Sunset Railroad Company	Tonopah and Tidewater Railroad Company.	Yosemite Valley Railroad Company.	Totals.	
64,427	2,216,781	830,227	159,294	233,133,478	
60,860	949,327	125,604	110,123	92,356,535	
	108,533	21,811	25,024	10,074,451	

125,287	3,269,641	477,642	294,441	335,564,464	
5.60	27.38	3.94	10.16	-----	
2.88	18.56	2.72	5.49	-----	
2.72	7.95	1.04	3.80	-----	
18.19	33.66	18.52	20.37	-----	
	193,870	102,281	123,121	52,258,584	
	1,312	99,636	81,097	32,807,294	
	101,227	99,636		36,173,206	

	296,409	301,553	204,218	121,239,084	
	26	4	9	-----	
	99	9	22	-----	
				322,055	
				8,543	
				27,609	
				132,185	
				106,050	
			1,948	56,835	

			1,948	653,277	
117	17,074	16,520	24,387	24,062,027	

No. 16.

RAILROADS* FOR YEAR ENDING JUNE 30, 1911.

Boca and Loyalton Railroad Company.	Bucksport and Elk River Railroad Company.	Butte County Railroad Company.	California West- ern Railroad and Navigation Company.	Colusa and Lake Railroad Company.	Diamond and Caldor Railway.
16,510	6,250	14,372			12,846
38		17,719	25,932	20,720	
25,452		6,676		16,060	13,384
86					-----
42,086	6,250	38,767	25,932	36,780	26,230
8		22	21	6	3
6,086	34.50	166.80	-----	13.65	37.29

TABLE No. 16

TRAIN MILEAGE STATISTICS OF CALIFORNIA

Classification.	Los Angeles and San Diego Beach Railway Company.	McCloud River Railroad Company.
Train mileage-revenue service:		
Freight train miles.....		63,564
Passenger train miles.....	83,125	26,200
Mixed train miles.....	8,764	15,100
Special service train miles.....		75
Total revenue train mileage.....	91,889	104,939
Average number of passengers per train mile.....	33	11
Average number of tons of freight per train mile.....	87	83.75

TABLE No. 16

TRAIN MILEAGE STATISTICS OF CALIFORNIA

Classification.	Pajaro Valley Consolidated Railroad Company.	Quincy Western Railway.
Train mileage-revenue service:		
Freight train miles.....	22,568	
Passenger train miles.....	22,136	
Mixed train miles.....	17,035	8,080
Special service train miles.....		
Total revenue train mileage.....	61,739	8,080
Average number of passengers per train mile.....	17	27
Average number of tons of freight per train mile.....	40.66	.04

TABLE No. 16

TRAIN MILEAGE STATISTICS OF CALIFORNIA

Classification.	Sierra Valleys Railway Company.	Southern Pacific Company.	Stockton Terminal and Eastern Railroad Company.
Train mileage-revenue service:			
Freight train miles.....		5,290,015	
Passenger train miles.....	300	13,375,681	5,499
Mixed train miles.....	16,798	625,726	1,733
Special service train miles.....	74	24,565	
Total revenue train mileage.....	17,172	19,315,987	7,232
Average number of passengers per train mile.....	6	68	9
Average number of tons of freight per train mile.....	13.87	386.90	5.49

*The following operating railroad companies failed to report train mileage statistics: Arcata and Mad River Railroad Company; Bakersfield and Ventura Railroad Company; Bay Point and Clayton Railroad Company; Cement, Tolenas and Tidewater Railway; Eureka and Freshwater Railway Company; Holten Interurban Railway Company; Iron Mountain Railway Company; Klamath Lake Railroad Company; Lake Tahoe Railway and Transportation Company; Mill Valley and Mt. Tamalpais Scenic Railway Company; Richmond Belt Railway; South San Francisco Belt Railway.

¹No freight records kept.

²Gasoline motor car.

³Entire line.

—Continued.

RAILROADS FOR YEAR ENDING JUNE 30, 1911.

Nevada, California and Oregon Railroad.	Nevada County Narrow Gauge Railroad Company.	Northwestern Pacific Railroad	Ocean Shore Railroad Company.	Oregon and Eureka Railroad Company.	Pacific Coast Railway Company.
5,591	11,636	307,701	22,133	73,745	5,368
1,184	18,860	1,053,723	22,170	41,274	67,628
91,239	29,956	43,740			92,620
20	77	799		383	172
98,034	60,529	1,405,963	44,303	115,402	165,788
17	20	100	35.65	28	10
39.14	11.48	108.38	5.65	86.67	31.88

—Continued.

RAILROADS FOR YEAR ENDING JUNE 30, 1911.

Sacramento Valley and Eastern Rail- way Company.	San Diego and Arizona Railway Company.	San Diego and Cuyamaca Railway Company.	San Diego Southern Railway Company.	San Pedro, Los Angeles and Salt Lake Rail- road Company. ^a	Sierra Railway Com- pany of California.
	3,343	16,200	29,939	1,336,727	38,041
		85,386	233,152	2,220,545	42,144
10,950	50	15,700		104,047	23,232
		*1,020	1,938	25,207	
10,950	3,393	118,306	265,029	3,686,526	103,417
4	12.7	34	21	57	27
17.16	31.95	54.69	47.58	281.87	102.23

—Continued.

RAILROADS FOR YEAR ENDING JUNE 30, 1911.

Sugar Pine Railway Company.	Sunset Railroad Company.	Tonopah and Tidewater Railroad Company.	Yosemite Valley Railroad Company.	Yreka Railroad Company.	Totals.
22,356	119,436	21,690	22,357		10,049,958
	50,950		75,836		21,047,135
		99,579	6,616	17,874	1,394,951
			1,948		83,186
22,356	170,386	121,269	106,757	17,874	32,575,230
	99	9	22	11	
52.44	624.75	50.42	112.01	2.12	

TABLE

STATEMENT OF PASSENGER TRAFFIC OF CALIFORNIA

	Amador Central Railroad Company.	Arresta and Mad River Railroad Company. ¹
Number of passengers carried earning revenue:		
Entire line -----	20,519	-----
State -----	20,519	-----
Number of passengers carried one mile:		
Entire line -----	246,122	-----
State -----	246,122	-----
Number of passengers carried one mile per mile of road:		
Entire line -----	246,288	-----
State -----	246,288	-----
Average distance carried:		
Entire line -----	11.99	-----
State -----	11.99	-----
Total passenger revenue:		
Entire line -----	\$21,805 00	-----
State -----	21,805 00	-----
Average amount received from each passenger:		
Entire line -----	1.06267	-----
State -----	1.06267	-----
Average receipts per passenger per mile:		
Entire line -----	.08859	-----
State -----	.08859	-----
Total passenger service train revenue:		
Entire line -----	26,571 25	-----
State -----	26,571 25	-----
Passenger service train revenue per mile of road:		
Entire line -----	2,214 27	-----
State -----	2,214 27	-----
Passenger service train revenue per train mile:		
Entire line -----		-----
State -----		-----

No. 17.

RAILROADS DURING THE YEAR ENDING JUNE 30, 1911.

Atchison, Topeka and Santa Fe Rail- way Company.	Bakersfield and Ventura Railroad Company. ¹	Bay Point and Clayton Railroad Company. ¹	Boca and Loyalton Railroad Company.	Buckport and Elk River Railroad Company. ¹	Butte County Railroad Company.
13,270,253			10,230		22,859
2,686,529			10,230		22,859
1,064,870,570			216,369		541,873
201,957,101			216,369		541,873
143,777			4,384		17,202
145,762			4,384		17,202
81.75			21.15		23.70
75.17			21.15		23.70
\$22,754,764 00			\$13,723 91		\$25,702 59
4,546,858 67			13,723 91		25,702 59
1.71472			1.34154		1.12439
1.69247			1.34154		1.12439
.02097			.06943		.04743
.02251			.06943		.04743
28,650,079 52			17,721 87		29,248 67
5,818,592 42			17,721 87		29,248 67
3,796 97			359 11		928 53
3,838 67			359 11		928 53
1.54384			.69526		1.19896
1.45257			.69526		1.19896

TABLE No. 17

STATEMENT OF PASSENGER TRAFFIC OF CALIFORNIA

	California West- ern Railroad and Navigation Company.	Cement, Tolamas and Tide-water Railway. ¹
Number of passengers carried earning revenue:		
Entire line -----	28,549	-----
State -----	28,549	-----
Number of passengers carried one mile:		
Entire line -----	557,312	-----
State -----	557,312	-----
Number of passengers carried one mile per mile of road:		
Entire line -----	866	-----
State -----	866	-----
Average distance carried:		
Entire line -----	19.52	-----
State -----	19.52	-----
Total passenger revenue:		
Entire line -----	\$28,205 44	-----
State -----	28,205 44	-----
Average amount received from each passenger:		
Entire line -----	.98797	-----
State -----	.98797	-----
Average receipts per passenger per mile:		
Entire line -----	.05061	-----
State -----	.05061	-----
Total passenger service train revenue:		
Entire line -----	30,942 62	-----
State -----	30,942 62	-----
Passenger service train revenue per mile of road:		
Entire line -----	858.87	-----
State -----	858.87	-----
Passenger service train revenue per train mile:		
Entire line -----	1.19322	-----
State -----	1.19322	-----

—Continued.

RAILROADS DURING THE YEAR ENDING JUNE 30, 1911.

Colusa and Lake Railroad Company.	Diamond and Caldor Railway.	Eureka and Freshwater Railway Company. ¹	Holton Inter-urban Railway Company.	Iron Mountain Railway Company. ¹	Klamath Lake Railroad Company. ²
18,335	1,306				
18,335	1,306				
220,935	36,131				
220,935	36,131				
10,421	43,920				
10,421	43,920				
12.05	27.66				
12.05	27.66				
\$15,237 70	\$2,131 25		\$18,315 67		\$1,770 05
15,237 70	2,131 25		18,315 67		
.83101	1.63189				
.83101	1.63189				
.06888	.05898				
.06888	.05898				
18,052 44	2,131 25		19,862 76		1,770 05
18,052 44	2,131 25		19,862 76		
	63.37347		1,033.98		67.12
	63.37347		1,033.98		
	.15923				.278
	.15923				

TABLE No. 17

STATEMENT OF PASSENGER TRAFFIC OF CALIFORNIA

	Lake Tahoe Railway and Transportation Company.	Los Angeles and San Diego Beach Rail- way Company.
Number of passengers carried earning revenue:		
Entire line -----		273,781
State -----		273,781
Number of passengers carried one mile:		
Entire line -----		3,055,538
State -----		3,055,538
Number of passengers carried one mile per mile of road:		
Entire line -----		1,713
State -----		1,713
Average distance carried:		
Entire line -----		
State -----		
Total passenger revenue:		
Entire line -----	\$30,654 51	\$50,443 38
State -----	30,654 51	50,443 38
Average amount received from each passenger:		
Entire line -----		.18424
State -----		.18424
Average receipts per passenger per mile:		
Entire line -----		.01650
State -----		.01650
Total passenger service train revenue:		
Entire line -----	32,709 84	50,443 38
State -----	32,709 84	50,443 38
Passenger service train revenue per mile of road:		
Entire line -----	2,044.365	2,827.54
State -----	2,044.365	2,827.54
Passenger service train revenue per train mile:		
Entire line -----		.54895
State -----		.54895

—Continued.

RAILROADS DURING THE YEAR ENDING JUNE 30, 1911.

McCloud River Railroad Company.	Mt. Valley and Mt. Tamalpais Scenic Railway.	Nevada, California and Oregon Railway.	Nevada County Narrow Gauge Railroad Company.	Northwestern Pacific Railroad Company.	Ocean Shore Railroad.
27,491	47,965	22,921	73,059	6,412,226	39,058
27,491	47,965	15,931	73,059	6,412,226	39,058
477,512	786,626	1,994,505	972,631	109,747,141	793,940
477,512	786,626	1,557,206	972,631	109,747,141	793,940
6,100	74,070	10,840	47,445	291,663	14,840
6,100	74,070	8,467	47,445	291,663	14,840
17.37	16.40	87.02	13.31	17.12	20.32
17.37	16.40	97.75	13.31	17.12	20.32
\$23,379 19	\$71,502 30	\$112,047 41	\$56,200 82	\$1,758,343 67	\$18,968 99
23,379 19	71,502 30	95,156 03	56,200 82	1,758,343 67	18,968 99
.85043	1.34477	4.88841	.76925	.27422	.48617
.85043	1.34477	5.97301	.76925	.27422	.48617
.04896	.09089	.05617	.05778	.01602	.02391
.04896	.09089	.06111	.05778	.01602	.02391
26,954 97	71,502 30	139,074 98	64,075 38	1,958,054 77	21,349 10
26,954 97	71,502 30	115,696 99	64,075 38	1,958,054 77	21,349 10
344.34	6,732.79	755.80	3,125.53	5,203.72	399.05
344.34	6,732.79	610.48	3,125.53	5,203.72	399.05
.65266	-----	1.27905	1.31259	1.78416	.95865
.65266	-----	1.25182	1.31259	1.78416	.95865

TABLE No. 17

STATEMENT OF PASSENGER TRAFFIC OF CALIFORNIA

	Oregon and Eureka Railroad Company.	Pacific Coast Railway Company.
Number of passengers carried earning revenue:		
Entire line -----	225,917	110,609
State -----	225,917	110,609
Number of passengers carried one mile:		
Entire line -----	1,159,322	1,678,942
State -----	1,159,322	1,678,942
Number of passengers carried one mile per mile of road:		
Entire line -----	39,977	16,921
State -----	39,977	16,921
Average distance carried:		
Entire line -----	5.13	15.61
State -----	5.13	15.61
Total passenger revenue:		
Entire line -----	\$36,782 07	\$59,019 66
State -----	36,782 07	59,019 66
Average amount received from each passenger:		
Entire line -----	.16259	.53358
State -----	.16259	.53358
Average receipts per passenger per mile:		
Entire line -----	.03168	.03515
State -----	.03168	.03515
Total passenger service train revenue:		
Entire line -----	38,570 93	68,805 92
State -----	38,570 93	68,805 92
Passenger service train revenue per mlie of road:		
Entire line -----	1,330.03	693.46
State -----	1,330.03	693.46
Passenger service train revenue per train mile:		
Entire line -----	.98451	.42937
State -----	.98451	.42937

—Continued.

RAILROADS DURING THE YEAR ENDING JUNE 30, 1911.

Pajaro Valley Consolidated Railroad Company.	Placerville and Lake Tahoe Railway Company. ¹	Quincy Western Railway Company.	Richmond Belt Railway. ¹	Sacramento Valley and Eastern Rail- way Company.	San Diego and Arizona Railway Company.
120,272	-----	11,850	-----	5,285	3,319
120,272	-----	11,850	-----	5,285	3,319
652,323	-----	2,155	-----	46,710	43,135
652,323	-----	2,155	-----	46,710	43,135
15,700	-----	2,155	-----	3,114	3,025
15,700	-----	2,155	-----	3,114	3,025
-----	-----	.18	-----	8.84	12.99
-----	-----	.18	-----	8.84	12.99
\$12,821 74	-----	\$3,857 67	-----	\$3,811 85	\$710 25
12,821 74	-----	3,857 67	-----	3,811 85	710 25
.10661	-----	31.71027	-----	.72126	.21399
.10661	-----	31.71027	-----	.72126	.21399
.01966	-----	1.79010	-----	.08161	.01646
.01966	-----	1.79010	-----	.08161	.01646
13,225 81	-----	4,096 19	-----	4,940 59	710 25
13,225 81	-----	4,096 19	-----	4,940 59	710 25
318.31	-----	744.74	-----	329.37	49.8072
318.31	-----	744.74	-----	329.37	49.8072
.33764	-----	.51011	-----	.45119	14.20500
.33764	-----	.51011	-----	.45119	14.20500

TABLE No. 17

STATEMENT OF PASSENGER TRAFFIC OF CALIFORNIA

	San Diego and Cuyamaca Railway Company.	San Diego Southern Railway Company.
Number of passengers carried earning revenue:		
Entire line -----	281,562	670,265
State -----	281,562	670,265
Number of passengers carried one mile:		
Entire line -----	3,474,244	4,829,073
State -----	3,474,244	4,829,073
Number of passengers carried one mile per mile of road:		
Entire line -----	136,943	97,145
State -----	136,943	97,145
Average distance carried:		
Entire line -----	12.34	7.20
State -----	12.34	7.20
Total passenger revenue:		
Entire line -----	\$69,142 98	\$87,309 66
State -----	69,142 98	87,309 66
Average amount received from each passenger:		
Entire line -----	.24557	.13026
State -----	.24557	.13026
Average receipts per passenger per mile:		
Entire line -----	.01990	.01808
State -----	.01990	.01808
Total passenger service train revenue:		
Entire line -----	77,123 82	92,496 62
State -----	77,123 82	92,496 62
Passenger service train revenue per mile of road:		
Entire line -----	3,039.96	1,880.72
State -----	3,039.96	1,880.72
Passenger service train revenue per train mile:		
Entire line -----	.75533	.39672
State -----	.75533	.39672

—Continued.

RAILROADS DURING THE YEAR ENDING JUNE 30, 1911.

San Juan Pacific Railway Company. ¹	San Pedro, Los Angeles and Salt Lake Railroad Company. ¹	Sierra Railway Company of California.	Sierra Valleys Railway Company.	Southern Pacific Company.	South San Francisco Belt Railway. ¹
-----	1,612,001	55,070	6,524	34,199,458	-----
-----	-----	55,070	6,524	31,616,238	-----
-----	182,764,364	1,795,748	113,517	1,429,600,384	-----
-----	-----	1,795,748	113,517	1,024,491,835	-----
-----	120,047	23,740	3,112	219,584	-----
-----	-----	23,740	3,112	247,744	-----
-----	82.36	32.61	17.40	41.80	-----
-----	-----	32.61	17.40	32.40	-----
-----	\$2,784,880 25	\$106,562 06	\$5,882 74	\$31,866,443 57	-----
-----	-----	106,562 06	5,882 74	22,306,177 44	-----
-----	1.72741	1.93502	.82507	.98178	-----
-----	-----	1.93502	.82507	.70553	-----
-----	.02097	.05934	.04742	.02229	-----
-----	-----	.05934	.04742	.02177	-----
-----	3,141,821 62	124,519 16	6,862 08	36,619,348 86	-----
-----	-----	124,519 16	6,862 08	25,015,162 02	-----
-----	2,840.86	1,646.20	188.10	5,805.39	-----
-----	-----	1,646.20	188.10	6,317.10	-----
-----	1.35156	1.90466	.40133	1.81743	-----
-----	-----	1.90466	.40133	1.73241	-----

TABLE No. 17

STATEMENT OF PASSENGER TRAFFIC OF CALIFORNIA

	Stockton Terminal and Eastern Rail- road Company.	Sugar Pine Railway Company. ¹
Number of passengers carried earning revenue:		
Entire line -----	6,272	-----
State -----	6,272	-----
Number of passengers carried one mile:		
Entire line -----	65,587	-----
State -----	65,587	-----
Number of passengers carried one mile per mile of road:		
Entire line -----	4,372	-----
State -----	4,372	-----
Average distance carried:		
Entire line -----	10.46	-----
State -----	10.46	-----
Total passenger revenue:		
Entire line -----	\$1,704 05	-----
State -----	1,704 05	-----
Average amount received from each passenger:		
Entire line -----	.27169	-----
State -----	.27169	-----
Average receipts per passenger per mile:		
Entire line -----	.02598	-----
State -----	.02598	-----
Total passenger service train revenue:		
Entire line -----	1,704 05	-----
State -----	1,704 05	-----
Passenger service train revenue per mile of road:		
Entire line -----	113.60	-----
State -----	113.60	-----
Passenger service train revenue per train mile:		
Entire line -----	.23563	-----
State -----	.23563	-----

—Continued.

RAILROADS DURING THE YEAR ENDING JUNE 30, 1911.

Sunset Railroad Company.	Tonopah and Tidewater Railroad Company.	Western Pacific Railway Company.*	Yosemite Valley Railroad Company.	Yreka Railroad Company.	
145,964	9,584	-----	30,356	27,911	
145,964	7,657	-----	30,356	27,911	
5,027,294	1,073,751	-----	1,787,253	209,332	
5,027,294	881,270	-----	1,787,253	209,332	
85,324	5,987	-----	22,575	27,911	
85,324	6,096	-----	22,575	27,911	
34.44	112.04	-----	58.88	7.50	
34.44	115.09	-----	58.88	7.50	
\$195,851 97	\$54,215 66	-----	\$128,723 48	\$14,668 85	
195,851 97	44,599 51	-----	128,723 48	14,668 85	
1.34178	5.65689	-----	4.24046	.52556	
1.34178	5.82467	-----	4.24046	.52556	
.03896	.05049	-----	.07202	.07007	
.03896	.05608	-----	.07202	.07007	
222,948 00	73,004 81	-----	138,406 20	17,067 23	
222,948 00	59,445 69	-----	138,406 20	17,067 23	
3,783 91	403 68	-----	1,748 22	2,275 63	
3,783 91	411 10	-----	1,748 22	2,275 63	
4.37582	.56218	-----	1.67862	.95486	
4.37582	.59697	-----	1.67862	.95486	

*No statistics reported.

*Road under construction.

*Entire line.

TABLE

STATEMENT OF FREIGHT TRAFFIC OF CALIFORNIA

	Amador Central Railroad Company.	Aracata and Mad River Railroad
Number of tons carried earning revenue:		
Entire line -----		
State -----		
Number of tons carried one mile:		
Entire line -----		
State -----		
Number of tons carried one mile per mile of road:		
Entire line -----		
State -----		
Average distance haul of one ton:		
Entire line -----		
State -----		
Average amount received for each ton of freight:		
Entire line -----		
State -----		
Average receipts per ton per mile:		
Entire line -----		
State -----		
Total freight revenue:		
Entire line -----	\$60,813 83	\$174,328 82
State -----	69,813 83	174,328 82
Freight revenue per mile of road:		
Entire line -----	5,817 81	6,226 08
State -----	5,817 81	6,226 08
Freight revenue per train mile:		
Entire line -----		
State -----		

N. B. Freight earnings in this table do not agree with figures in table 5, which includes switching, and special service train revenue.

No. 18.

RAILROADS DURING THE YEAR ENDING JUNE 30, 1911.

Atchison, Topeka and Santa Fe Rail- way Company.	Bakersfield and Ventura Railroad Company.	Bay Point and Clayton Railroad Company.	Boca and Loyalton Railroad Company.	Buckeport and Elk River Railroad Company.	Butte County Railroad Company.
16,389,885			149,100	27,645	116,812
4,485,578			149,100	27,645	116,812
5,621,044,461			2,553,850	215,630	8,510,832
896,405,264			2,553,850	215,630	8,510,832
744,952			51,750	24,957	111,454
646,976			51,750	24,957	111,454
342.97			17.13	7.80	80.05
199.84			17.13	7.80	80.05
3.60197			.70201	.77482	1.19245
2.48202			.70201	.77482	1.19254
.01050			.04089	.09984	.08967
.01242			.04089	.09984	.08967
\$59,084,125 33	\$29,767 88	\$46,878 99	\$104,670 31	\$21,421 87	\$189,293 88
11,133,306 52	29,767 88	46,878 99	104,670 31	21,421 87	189,293 88
7,823 74	1,417 51	5,315 08	2,120 98	2,479 38	4,422 01
8,065 41	1,417 51	5,315 08	2,120 98	2,479 38	4,422 01
3.34208			2.49441	3.42750	6.61789
4.13553			2.49441	3.42750	6.61789

TABLE No. 18

STATEMENT OF FREIGHT TRAFFIC OF CALIFORNIA

	California West- ern Railroad and Navigation Company.	Cement, Tolamas and Tidewater Railway.*
Number of tons carried earning revenue:		
Entire line -----	197,846	-----
State -----	197,846	-----
Number of tons carried one mile:		
Entire line -----	4,550,458	-----
State -----	4,550,458	-----
Number of tons carried one mile per mile of road:		
Entire line -----	6,025	-----
State -----	6,025	-----
Average distance haul of one ton:		
Entire line -----	23	-----
State -----	23	-----
Average amount received for each ton of freight:		
Entire line -----	.65983	-----
State -----	.65983	-----
Average receipts per ton per mile:		
Entire line -----	.02649	-----
State -----	.02649	-----
Total freight revenue:		
Entire line -----	\$120,545 79	-----
State -----	120,545 79	-----
Freight revenue per mile of road:		
Entire line -----	3,670 70	-----
State -----	3,670 70	-----
Freight revenue per train mile:		
Entire line -----	-----	-----
State -----	-----	-----

—Continued.

RAILROADS DURING THE YEAR ENDING JUNE 30, 1911.

Columbia and Lake Railroad Company.	Diamond and Calder Railway.	Eureka and Freshwater Railway Company.	Holton Inter-urban Railway Company.	Iron Mountain Railway Company.	Klamath Lake Railroad Company. ¹
15,928	29,654		15,866		
15,928	29,654		15,866		
219,382	978,117				
219,382	978,117				
9,922	997,264				
9,922	997,264				
18.77	32.96				
18.77	32.96				
.67008	2.53485		1.70285		
.67008	2.53485		1.70285		
.04875	.07685				
.04875	.07685				
\$10,695 62	\$75,168 66	\$918 50	\$27,017 47	\$35,428 08	\$29,117 17
10,695 62	75,168 66	918 50	27,017 47	35,428 08	
486 12	2,235 17		1,406 43	2,530 58	1,199 70
486 12	2,235 17		1,406 43	2,530 58	
.66598	2.86575				4.58
.66598	2.86575				

TABLE No. 18

STATEMENT OF FREIGHT TRAFFIC OF CALIFORNIA

	Lake Tahoe Railway and Transportation Company.	Los Angeles and San Diego Beach Railway Company.
Number of tons carried earning revenue:		
Entire line		5,857
State		5,857
Number of tons carried one mile:		
Entire line		79,957
State		79,957
Number of tons carried one mile per mile of road:		
Entire line		4,481.8
State		4,481.8
Average distance haul of one ton:		
Entire line		
State		
Average amount received for each ton of freight:		
Entire line		1.54186
State		1.54186
Average receipts per ton per mile:		
Entire line .....		.11256
State .....		.11256
Total freight revenue:		
Entire line	\$8,194 89	\$9,080 75
State	8,194 89	9,080 75
Freight revenue per mile of road:		
Entire line	512 18	506 20
State	512 18	506 20
Freight revenue per train mile:		
Entire line		1.03043
State		1.03043

—Continued.

RAILROADS DURING THE YEAR ENDING JUNE 30, 1911.

McCloud River Railroad Company.	Mill Valley and Mt. Tamalpais Scenic Railway.	Nevada, California and Oregon Railway.	Nevada County Narrow Gauge Railroad Company.	Northwestern Pacific Railroad Company.	Ocean Shore Railroad.
422,667		42,024	27,146	933,028	80,046
422,667		31,322	27,146	933,028	80,046
6,588,335		4,624,431	477,442	38,089,345	1,251,450
6,588,335		3,789,447	477,442	38,089,345	1,251,450
84,163		25,181	23,289	101,226	23,392
84,163		24,312	23,289	101,226	23,392
15.59		110.04	17.59	40.82	15.63
15.59		120.90	17.59	40.82	15.63
1.00695		4.62483	2.28624	1.45608	.56592
1.00695		4.71553	2.28624	1.45608	.56592
.06460		.04202	1.29069	.03567	.03619
.06460		.06906	1.29069	.03567	.03619
\$425,605 83	\$267 60	\$194,343 85	\$32,082 48	\$1,358,562 75	\$45,299 66
425,605 83	267 60	147,701 33	62,082 48	1,358,562 75	45,299 66
5,436 96		1,056 16	3,027 44	3,610 51	846 72
5,436 96		947 59	3,027 44	3,610 51	846 72
5.41043		1.70800	1.49217	3.86589	2.04670
5.41043		1.52552	1.49217	3.86589	2.04670

TABLE No. 18

STATEMENT OF FREIGHT TRAFFIC OF CALIFORNIA

	Oregon and Eureka Railroad Company.	Pacific Coast Railway Company.
Number of tons carried earning revenue:		
Entire line -----	351,780	158,858
State -----	351,780	158,858
Number of tons carried one mile:		
Entire line -----	6,391,394	3,123,989
State -----	6,391,394	3,123,989
Number of tons carried one mile per mile of road:		
Entire line -----	220,396	31,484
State -----	220,396	31,484
Average distance haul of one ton:		
Entire line -----	18.17	19.67
State -----	18.17	19.67
Average amount received for each ton of freight:		
Entire line -----	.59761	1.07788
State -----	.59761	1.07788
Average receipts per ton per mile:		
Entire line -----	.08289	.05481
State -----	.08289	.05481
Total freight revenue:		
Entire line -----	\$216,229 72	\$171,280 02
State -----	210,229 72	171,280 02
Freight revenue per mile of road:		
Entire line -----	7,249 30	1,725 76
State -----	7,249 30	1,725 76
Freight revenue per train mile:		
Entire line -----	2.85077	1.74744
State -----	2.85077	1.74744

—Continued.

RAILROADS DURING THE YEAR ENDING JUNE 30, 1911.

Pajaro Valley Consolidated Railroad Company.	Quincy Western Railway Company.	Sacramento Valley and Eastern Rail- way Company.	San Diego and Arizona Railway Company.		
166,679	1,876	17,999	8,907		
166,679	1,876	17,999	8,907		
1,610,256	341	197,880	108,391		
1,610,256	341	197,880	108,391		
38,755	341	13,198	7,601		
38,755	341	13,198	7,601		
-----	.18	10.99	12.17		
-----	.18	10.99	12.17		
.43424	1.74426	2.46579	.29692		
.43424	1.74426	2.46579	.29692		
.04495	3.1818	.22427	.02456		
.04495	3.1818	.22427	.02456		
\$72,378 58	\$3,272 24	\$44,881 76	\$2,662 49		
72,378 58	3,272 24	44,881 76	2,662 49		
1,741 95	594 95	2,958 78	186 71		
1,741 95	594 95	2,958 78	186 71		
1.82760	.40725	4.06813	.78470		
1.82760	.40725	4.06813	.78470		

TABLE No. 18

STATEMENT OF FREIGHT TRAFFIC OF CALIFORNIA

	San Diego and Cuyamaca Railway Company.	San Diego Southern Railway Company.
Number of tons carried earning revenue:		
Entire line -----	101,819	122,634
State -----	101,819	122,634
Number of tons carried one mile:		
Entire line -----	1,744,518	1,424,559
State -----	1,744,518	1,424,559
Number of tons carried one mile per mile of road:		
Entire line -----	68,763	28,657
State -----	68,763	28,657
Average distance haul of one ton:		
Entire line -----	17.22	11.61
State -----	17.22	11.61
Average amount received for each ton of freight:		
Entire line -----	.82616	.58003
State -----	.82616	.58003
Average receipts per ton per mile:		
Entire line -----	.04798	.05045
State -----	.04798	.05045
Total freight revenue:		
Entire line -----	\$83,706 05	\$71,867 94
State -----	83,706 05	71,867 94
Freight revenue per mile of road:		
Entire line -----	3,299 41	1,445 75
State -----	3,299 41	1,445 75
Freight revenue per train mile:		
Entire line -----	2.62401	2.40048
State -----	2.62401	2.40048

—Continued.

RAILROADS DURING THE YEAR ENDING JUNE 30, 1911.

San Pedro, Los Angeles and Salt Lake Railroad Company. ¹	Sierra Railway Company of California.	Sierra Valley Railway Company.	Southern Pacific Company.		
2,436,063	129,846	14,834	18,182,810		
-----	129,846	14,834	15,951,541		
406,106,845	6,264,242	233,058	4,081,016,948		
-----	6,264,242	233,058	2,295,420,018		
367,205	82,816	6,389	659,600		
-----	82,816	6,389	596,079		
166.71	48.43	16.26	224.44		
-----	48.43	16.26	143.90		
2.10954	2.18983	.92326	2.90545		
-----	2.18983	.92326	2.04877		
.01265	.04521	.05678	.01295		
-----	.04521	.05678	.01424		
\$5,138,965 58	\$283,246 20	\$13,233 95	\$52,829,297 28		
-----	283,246 20	13,233 95	32,680,962 22		
4,646 69	8,744 66	362 77	8,421 15		
-----	8,744 66	362 77	8,299 98		
3.56681	4.62269	.78783	5.42582		
-----	4.62269	.78783	5.38727		

TABLE No. 18

STATEMENT OF FREIGHT TRAFFIC OF CALIFORNIA

	Stockton Terminal and Eastern Rail- road Company.	Sugar Pine Railway Company.
Number of tons carried earning revenue:		
Entire line -----	875	61,082
State -----	875	61,082
Number of tons carried one mile:		
Entire line -----	9,510	1,172,882
State -----	9,510	1,172,882
Number of tons carried one mile per mile of road:		
Entire line -----	626	2,582
State -----	626	2,582
Average distance haul of one ton:		
Entire line -----	10.85	-----
State -----	10.85	-----
Average amount received for each ton of freight:		
Entire line -----	\$1.10	\$2.13174
State -----	1.10	2.13174
Average receipts per ton per mile:		
Entire line -----	.10161	.11108
State -----	.10161	.11108
Total freight revenue:		
Entire line -----	\$966 27	\$130,211 07
State -----	966 27	130,211 07
Freight revenue per mile of road:		
Entire line -----	63 57	5,505 75
State -----	63 57	5,505 75
Freight revenue per train mile:		
Entire line -----	.55757	5.82444
State -----	.55757	5.82444

¹Freight traffic not apportioned to California.²No freight revenue reported.

—Continued.

RAILROADS DURING THE YEAR ENDING JUNE 30, 1911.

Sunset Railroad Company.	Tonopah and Tidewater Railroad Company.	Yosemite Valley Railroad Company.	Yreka Railroad Company.		
1,615,810	57,057	83,062	5,044		
1,615,810	56,573	83,062	5,044		
74,617,852	6,679,050	3,245,424	87,830		
74,617,852	6,114,609	3,245,424	87,830		
1,266,418	36,931	40,993	5,044		
1,266,418	42,286	40,993	5,044		
46.19	117.06	39.07	7.50		
46.19	106.08	39.07	7.50		
.51518	4.22940	.78032	1.80516		
.51518	3.86250	.78032	1.80516		
.01115	.03613	.01997	.24068		
.01115	.03574	.01997	.24068		
\$832,171 76	\$241,316 76	\$64,815 30	\$9,105 23		
832,171 76	218,513 20	64,815 30	9,105 23		
14,123 76	1,334 35	818 68	1,214 08		
14,123 76	1,511 16	818 68	1,214 08		
6.96751	1.55252	2.23709	.50941		
6.96751	1.80189	2.23709	.50941		

TABLE

FINANCIAL STATEMENT OF ELECTRIC RAILWAYS OF

	California Railway.	Central California Traction Company.
Assets—		
Road and equipment.....	\$321,725 48	\$4,360,866 76
Securities.....		
Other investments.....		
Working assets and unissued stock.....	12,159 52	1,660,543 31
Accrued income not due.....		
Deferred debit items.....		5,840 25
Deficit.....		
Total.....	\$333,885 00	\$5,027,250 32
Liabilities—		
Capital stock.....	\$475,000 00	\$4,000,000 00
Mortgages, bonded and secured debt.....		1,500,000 00
Working liabilities.....	158,885 00	419,577 14
Accrued liabilities not due.....		18,750 00
Deferred credit items.....		82,945 00
Appropriated surplus.....		
Surplus.....		5,978 18
Total.....	\$333,885 00	\$5,027,250 32
Operating revenue.....	\$56,953 00	\$280,021 34
Operating expenses.....	90,372 14	165,308 55
Net operating revenue.....	\$33,419 14	64,717 79
Miscellaneous income.....		
Deductions from income.....	11,468 43	63,075 13
Net income.....	\$44,887 57	1,642 66
Surplus or deficit first of year.....	\$19,957 42	4,335 52

No. 19.

CALIFORNIA FOR FISCAL YEAR ENDING JUNE 30, 1911.

East Shore and Suburban Railway.	Fresno Traction Company.	Los Angeles Inter-urban Railway Company.	Los Angeles Pacific Company.	Los Angeles and Redondo Railway.	Monterey and Pacific Grove Railway Company.
\$1,240,426 64 250,000 00	\$5,668,229 30	\$22,348,537 21	\$32,987,303 01	\$4,199,080 95	-----
94,773 99	1,511 25 57,542 79	49,162 50 2,120 00 135,761 60	25,000 00 2,283,990 04	5,593,873 42 214,831 21 961,450 04 2,708 22	-----
-----	8,750 00 53,741 96	----- 1,069,564 07	888,069 93 585,681 09	-----	-----
\$1,585,200 63	\$5,789,775 30	\$23,625,145 38	\$36,770,044 07	\$10,971,923 84	-----
\$843,000 00 621,000 00 18,015 80 15,525 00	\$5,000,000 00 58,000 00 688,908 16 7,100 00 37,767 14	\$10,000,000 00 10,000,000 00 3,218,696 66 116,291 66	\$21,000,000 00 14,201,000 00 1,049,753 41 269,913 45 6,652 19 242,725 02	\$5,000,000 00 4,447,000 00 436,831 42 61,983 87 977,781 80 4,545 40 43,831 35	-----
87,659 83	-----	290,157 06	-----	-----	-----
\$1,585,200 63	\$5,789,775 30	\$23,625,145 38	\$36,770,044 07	\$10,971,923 84	-----
\$166,266 79 115,966 37 50,300 42 21,992 49 64,770 00 7,522 91 80,136 92	\$159,135 33 117,420 77 41,714 56 2,819 75 74,749 48 30,215 17 23,526 79	----- ----- ----- \$679,398 80 828,279 60 148,880 80 940,683 27	\$1,944,440 99 1,360,993 53 583,447 46 73,927 31 998,558 17 341,183 40 244,497 69	\$747,058 93 590,840 66 156,218 27 31,282 42 267,973 85 180,473 16 124,304 51	-----

TABLE NO. 19

FINANCIAL STATEMENT OF ELECTRIC RAILWAYS OF

	Nevada County Traction Company.	Northern Electric Railway Company.
Assets—		
Road and equipment.....	\$219,004 76	\$7,286,652 17
Securities.....		11,433,100 00
Other investments.....		651,078 71
Working assets and unissued stock.....	12,133 53	376,479 19
Accrued income not due.....		
Deferred debit items.....		10,734 86
Deficit.....		169,661 13
Total.....	\$231,138 29	\$19,927,706 06
Liabilities:		
Capital stock.....	\$100,000 00	\$5,000,000 00
Mortgages, bonded and secured debt.....	90,000 00	9,245,300 00
Working liabilities.....	10,317 01	5,682,406 06
Accrued liabilities not due.....	510 79	
Deferred credit items.....		
Appropriated surplus.....		
Surplus.....	30,310 49	
Total.....	\$231,138 29	\$19,927,706 06
Operating revenue.....	\$28,180 40	\$552,055 45
Operating expenses.....	17,536 06	389,169 30
Net operating revenue.....	10,644 34	162,886 15
Miscellaneous income.....	372 08	5 00
Deductions from income.....	7,047 61	150,794 19
Net income.....	3,968 81	12,096 96
Surplus or deficit first of year.....	26,341 68	\$181,758 00

—Continued.

CALIFORNIA FOR FISCAL YEAR ENDING JUNE 30, 1911.

Oakland Traction Company.	Ontario and San Antonio Heights Rail- road Company.	Pacific Electric Railway Company.	Peninsular Railway Company.	Petaluma and Santa Rosa Railway Company.	Redlands Central Railway Company.
\$27,173,701 56	\$1,322,174 96	\$32,067,451 09	\$14,829,431 37	\$1,880,241 55	\$282,483 33
870,297 77	82,000 00	35,000 00		34,474 09	
716,769 43		700 00			3,009 22
1,428,367 48	5,824 65	9,242,761 24	75,697 52	52,747 49	783,622 39
329,831 24	10,430 80	3,633,586 12	687 17	865 76	39,101 00
		844,473 25	179,329 65	57,389 93	27,842 01
\$30,513,967 48	\$1,420,430 41	\$45,323,951 70	\$15,085,085 71	\$2,025,218 82	\$1,186,057 95
\$17,925,000 00	\$1,000,000 00	\$20,000,000 00	\$12,000,000 00	\$1,000,000 00	\$1,000,000 00
11,065,000 00	800,000 00	17,889,346 66	500,000 00	947,000 00	110,000 00
1,063,907 08	72,851 41	2,489,477 77	2,557,107 73	60,388 65	23,307 95
264,585 80	6,108 21	334,097 36	2,708 34	17,880 17	2,760 00
		4,583,529 91	10,500 00		
		27,500 00	14,769 64		
215,474 60	41,470 79				
\$30,513,967 48	\$1,420,430 41	\$45,323,951 70	\$15,085,085 71	\$2,025,218 82	\$1,186,057 95
\$3,016,244 76	\$36,493 91	\$4,957,611 84	\$244,066 35	\$270,097 78	\$6,909 70
1,953,616 33	18,384 08	3,525,631 31	206,270 92	213,665 01	7,389 98
1,062,628 43	18,109 83	1,631,980 53	37,795 43	56,432 77	1480 28
24,250 00	798 22	157,905 57	106,023 30	1,960 00	
921,776 95	8,790 81	1,608,887 96	202,159 84	57,915 41	9,857 12
165,101 48	10,117 74	185,998 14	158,341 11	497 36	10,337 40
50,373 12	31,853 05	1530,471 39	120,988 54	157,887 29	17,504 61

TABLE No. 19

FINANCIAL STATEMENT OF ELECTRIC RAILWAYS OF

	Riverside and Arlington Railway Company.	San Bernardino Inter-urban Railway Company.
Assets—		
Road and equipment.....	\$342,640 90	\$155,000 90
Securities.....		
Other investments.....		
Working assets and unissued stock.....	17,728 89	954,471 02
Accrued income not due.....		
Deferred debit items.....		
Deficit.....	45,823 37	
Total.....	\$406,193 16	\$1,109,541 01
Liabilities—		
Capital stock.....	\$81,200 00	\$1,000,000 00
Mortgages, bonded and secured debt.....	200,000 00	
Working liabilities.....	121,802 04	104,839 09
Accrued liabilities not due.....	3,191 12	4,701 32
Deferred credit items.....		
Appropriated surplus.....		
Surplus.....		
Total.....	\$406,193 16	\$1,109,541 01
Operating revenue.....	\$76,064 83	
Operating expenses.....	71,326 55	
Net operating revenue.....	5,338 28	
Miscellaneous income.....	36 05	
Deductions from income.....	14,976 84	
Net income.....	19,602 51	
Surplus or deficit first of year.....	136,220 86	

—Continued.

CALIFORNIA FOR FISCAL YEAR ENDING JUNE 30, 1911.

San Bernardino Valley Traction Company.	San Francisco, Oakland and San Jose Consoli- dated Railway.	San Francisco, Vallejo and Napa Valley Railroad Company.	South San Francisco Railroad and Power Company.	Visalia Electric Railroad Company.	Totals.
\$1,587,152 44	\$7,782,370 64	\$1,172,616 51	\$52,444 23	\$941,105 95	\$168,520,690 80
142,090 32	3,054,880 00	1,719,333 34		976,000 00	18,504,247 70
457,450 79	887,261 54				8,023,413 89
	3,466,407 78	48,056 79	888 25	11,801 48	21,383,980 95
					961,450 04
411,076 42	163,793 30	700,440 36	2,410 00	23,429 83	6,281,235 26
				285,778 51	2,839,284 97
\$2,597,769 97	\$15,354,713 26	\$3,635,447 00	55,742 48	\$2,238,115 77	\$226,464,303 61
\$1,500,000 00	\$7,750,000 00	\$1,500,000 00	\$13,500 00	\$1,000,000 00	\$117,187,700 00
954,000 00	6,500,000 00	1,500,000 00			80,117,646 66
18,309 66	464,063 52	422,896 34	3,747 80	1,235,534 17	20,309,624 47
16,133 33	121,239 35		130 00		1,263,499 77
				2,581 60	5,701,757 64
					579,697 12
109,326 98	519,410 39	212,550 66	38,364 68		1,304,377 95
\$2,597,769 97	\$15,354,713 26	\$3,635,447 00	\$55,742 48	\$2,238,115 77	\$226,464,303 61
\$204,353 99	\$1,080,472 17	\$174,304 15	\$17,976 80	\$68,006 10	\$14,037,314 61
128,358 02	738,431 94	101,842 14	14,949 13	74,896 23	9,702,364 02
75,995 97	342,040 23	72,462 01	3,027 67	16,890 13	4,334,950 59
149 55	70,253 92			4,815 50	1,176,009 96
57,682 76	190,124 28	51,550 00	474 76	72,000 68	5,657,913 37
18,462 76	222,169 87	20,912 01	2,552 91	174,075 31	1146,952 82
90,864 22	297,240 52	191,638 65	35,811 77	1211,703 20	11,452,799 19

¹ Deficit.² Deficit of \$64,844.99 assumed by Oakland Traction Company.

TABLE

MILEAGE, CAPITALIZATION, REVENUES AND EXPENSES OF ELECTRIC

	California Railway.	Central California Traction Company.
Mileage:		
Owned	8.45	75.808
Operated	16.35	75.808
Capitalization:		
Total	\$475,000 00	\$4,393,045 00
Amount per mile	56,213 02	57,949 62
Revenues:		
Passenger	25,739 71	184,642 37
Freight	29,388 29	45,274 12
Miscellaneous	1,825 00	104 85
Total	\$56,953 00	\$230,021 34
Expenses:		
Operating	90,372 14	165,303 55
Other	11,468 43	63,075 13
Total	\$101,840 57	\$228,378 68
Net operating revenue	\$33,419 14	64,717 79
Net operating revenue per mile of road operated	\$2,043 98	853 70
Net income	\$44,887 57	1,642 66
Net income per mile of road operated	\$2,745 42	21 67
Total number of revenue passengers carried	756,933	

No. 20.

RAILWAYS OF CALIFORNIA FOR FISCAL YEAR ENDING JUNE 30, 1911.

East Shore and Suburban Railway Company	Fresno Traction Company.	Los Angeles Inter-urban Railway Company.	Los Angeles Pacific Company.	Los Angeles and Redondo Railway Company.	Monterey and Pacific Grove Railway Company.
18.79	18.24	357.64	190.19	89.40	6.19
18.79	18.24	357.64	187.43	95.02	6.19
\$1,464,000 00	\$5,058,000 00	\$20,000,000 00	\$35,201,000 00	\$9,447,000 00	\$498,000 00
77,913 78	277,302 64	55,922 16	185,083 34	105,671 14	80,452 34
154,651 08	156,827 88	-----	1,630,539 34	405,289 37	237,203 75
7,100 15	965 85	-----	247,855 26	86,163 04	-----
25,700 16	4,161 85	679,398 80	140,473 70	286,888 94	-----
\$187,451 39	\$161,955 08	\$679,398 80	\$2,018,368 30	\$778,341 35	\$337,203 75
115,966 37	117,420 77	-----	1,380,993 53	590,840 66	29,567 65
31,050 00	68,853 48	812,868 20	785,578 42	271,642 16	12,908 85
\$147,016 37	\$181,274 25	\$812,938 20	\$2,146,571 95	\$862,482 82	\$42,476 50
50,300 42	41,714 56	-----	588,447 46	153,218 27	7,636 10
2,676 97	2,286 98	-----	3,112 88	1,644 05	1,233 61
40,435 02	19,319 17	133,539 40	128,203 65	184,141 47	15,272 75
2,151 94	1,059 16	373 39	684 00	885 51	851 82
3,020,048	3,453,783	-----	13,335,851	3,442,928	-----

TABLE No. 20

MILEAGE, CAPITALIZATION, REVENUES AND EXPENSES OF ELECTRIC

	Nevada County Traction Company.	Northern Electric Railway Company.
Mileage:		
Owned	5.7	133.28
Operated	5.7	133.28
Capitalization:		
Total	\$200,000 00	\$14,245,300 00
Amount per mile	35,087 72	106,882 50
Revenues:		
Passenger	23,180 40	389,448 47
Freight		161,139 62
Miscellaneous	372 06	21,472 36
Total	\$23,552 48	\$552,060 45
Expenses:		
Operating	17,536 06	389,169 30
Other	7,047 61	150,481 37
Total	\$24,583 67	\$539,650 67
Net operating revenue	10,644 34	162,886 15
Net operating revenue per mile of road operated	1,867 43	1,222 13
Net income	3,968 81	12,409 78
Net income per mile of road operated	696 28	93 11
Total number of revenue passengers carried	563,608	1,239,626

—Continued.

RAILWAYS OF CALIFORNIA FOR FISCAL YEAR ENDING JUNE 30, 1911.

Oakland Traction Company.	Ontario and San Antonio Heights Rail- road Company.	Pacific Electric Railway Company.	Peninsular Railway Company.	Petaluma and Santa Rosa Railway Company.	Redlands Central Railway Company.
174.93	14.41	207.39	57.79	36.98	3.1
176.39	15.79	197.31	58.7	36.98	3.1
\$28,980,000 00	\$1,300,000 00	\$37,889,346 66	\$12,500,000 00	\$1,985,000 00	\$335,000 00
165,666 27	90,215 12	182,696 11	216,300 39	53,677 66	108,064 52
2,967,282 83	35,742 49	4,123,027 39	224,154 13	95,606 57	6,749 70
1,075 37	-----	519,226 16	17,101 13	170,373 82	-----
72,137 06	751 42	473,263 86	57,077 90	6,097 89	160 00
\$3,040,494 76	\$36,493 91	\$5,115,517 41	\$298,333 16	\$272,077 78	\$6,909 70
1,953,616 33	18,384 08	3,325,631 31	206,270 92	213,665 01	7,389 98
706,653 35	8,470 65	1,562,971 61	202,159 84	57,915 41	6,710 93
\$2,660,269 68	\$26,854 73	\$4,908,602 92	\$408,430 76	\$271,580 42	\$14,100 91
1,062,628 43	18,109 83	1,631,980 53	37,795 43	56,432 77	1480 28
6,024 31	1,146 91	8,271 15	643 87	1,526 03	1154 93
380,225 08	9,639 18	206,914 49	110,097 60	497 86	17,191 21
2,155 59	610 46	1,048 68	1,875 60	13 45	2,519 74
80,535,260	479,744	38,519,686	2,358,696	699,031	143,752

TABLE No. 20

MILEAGE, CAPITALIZATION, REVENUES AND EXPENSES OF ELECTRIC

	Riverside and Arlington Railway Company.	San Bernardino Inter-urban Railway Company.	San Bernardino Valley Traction Company.
Mileage:			
Owned	12.73	3.64	40.46
Operated	12.73		40.46
Capitalization:			
Total	\$281,200 00	\$48,000 00	\$2,065,500 00
Amount per mile	22,069 55	13,186 81	50,306 94
Revenues:			
Passenger	70,994 38		162,935 81
Freight	4,742 37		3,805 81
Miscellaneous	928 08		17,761 92
Total	\$76,664 83		\$204,503 54
Expenses:			
Operating	71,326 55		128,358 02
Other	14,976 84		55,024 92
Total	\$86,303 39		\$183,382 94
Net operating revenue	5,338 28		75,995 97
Net operating revenue per mile of road operated	419 34		1,878 29
Net income	19,638 56		21,120 60
Net income per mile of road operated	1,757 15		522 01
Total number of revenue passengers carried	1,236,730		2,363,827

¹Deficit.²Revenue not segregated.³No expense reported.

Concluded.

RAILWAYS OF CALIFORNIA FOR FISCAL YEAR ENDING JUNE 30, 1911.

San Francisco. Oakland and San Jose Consol- idated Railway.	San Francisco, Vallejo and Napa Valley Railroad Company.	South San Francisco Rail- road and Power Company.	Visalia Electric Railroad Company.	Watsonville Railway and Navigation Company.	Totals.
26.68	35.44	4.02	28.77	5.3	1,555.328
28.69	35.44	4.02	43.56	5.3	1,572.918
\$14,250,000 00	\$2,761,266 66	\$13,500 00	\$1,000,000 00	\$103,000 00	\$194,463,158 32
534,107 94	77,913 84	3,358 20	84,758 43	19,433 96	125,030 32
906,526 98	159,196 51	17,976 80	51,181 57	920 45	11,834,816 98
18,391 52	14,281 89	-----	16,197 53	-----	1,342,581 43
225,807 59	825 75	-----	5,442 50	40 00	2,029,691 71
\$1,150,726 09	\$174,304 15	\$17,976 80	\$72,821 60	\$980 45	\$15,198,090 12
738,431 94	101,842 14	14,949 13	74,896 23	-----	9,731,931 67
190,124 28	51,550 00	474 76	72,000 68	-----	5,159,076 92
\$928,556 22	\$153,392 14	\$15,428 89	\$146,896 91	-----	\$14,891,008 59
342,040 23	72,462 01	3,027 67	6,890 13	-----	-----
11,921 93	2,044 64	753 15	158 17	-----	-----
222,169 87	20,912 01	2,552 91	74,075 31	960 45	307,061 53
7,743 80	590 07	635 05	1,700 53	-----	195 23
12,894,779	571,560	359,536	141,091	-----	-----

TABLE

ABSTRACT OF BALANCE SHEETS OF

	American Cannon Water Company.	Angiola Water Company. ¹
Date of balance sheet.....	Jan. 31, 1912	
Assets:		
Property assets	\$859,490 87	
Franchise		
Treasury stock, bonds, and investments.....		
Cash		
Notes and accounts receivable.....	29,640 56	
Miscellaneous		
Deficit	9,441 52	
Total	\$898,572 95	
Liabilities:		
Capital stock	500,011 00	
Bonds	300,000 00	
Notes and accounts payable.....	98,561 95	
Reserves		
Miscellaneous		
Surplus		
Total	\$898,572 95	

¹No report received.

TABLE No. 21

ABSTRACT OF BALANCE SHEETS OF

	Bear Gulch Water Company.	Bell Water Company.
Date of balance sheet.....	Dec. 31, 1911	Aug. 16, 1912
Assets:		
Property assets	\$767,295 33	\$10,631 75
Franchise		
Treasury stock, bonds, and investments.....		14,368 25
Cash	859 28	
Notes and accounts receivable.....		
Miscellaneous	12,959 06	
Deficit		
Total	\$781,113 67	\$25,000 00
Liabilities:		
Capital stock	\$500,000 00	\$25,000 00
Bonds	205,000 00	
Notes and accounts payable.....		
Reserves		
Miscellaneous	893 10	
Surplus	75,220 57	
Total	\$781,113 67	\$25,000 00

No. 21.

WATER COMPANIES OF CALIFORNIA.

Antelope Creek and Red Bluff Water Company.	Arrowhead Reservoir and Power Company.	Bakersfield Water Company.	Banning Water Company.	Bay Cities Water Company.	Bay Point Light and Water Company.
Mar. 31, 1912	Mar. 31, 1912	July 31, 1912	Nov. 10, 1911	Dec. 31, 1911	Dec. 31, 1911
\$129,000 00	\$1,669,169 82	\$101,067 47 16,172 30	\$576,647 00	\$11,659,113 43	\$22,385 00
		158 99	75,150 17	407,152 68	
		308 19	1,859 82	800 74	303 91
33,000 00	4,830,830 18	400 00	6,160 47		
\$162,000 00	\$6,500,000 00	\$118,106 95	\$661,853 15	\$12,067,066 85	\$22,688 91
150,000 00	6,500,000 00	85,000 00	90,000 00	10,000,000 00	
8,000 00				1,151,000 00	
4,000 00		27,352 76	13,114 31	916,066 85	22,688 91
			557,214 78		
		5,754 19	1,524 06		
\$162,000 00	\$6,500,000 00	\$118,106 95	\$661,853 15	\$12,067,066 85	\$22,688 91

—Continued.

WATER COMPANIES OF CALIFORNIA.

Benicia Water Company.	Calistoga Water Company.	Campbell Water Company.	Cherry Canon Water Company.	Chico Water Supply Company.	Citizens Land and Water Company of Upland.
Dec. 31, 1911	Dec. 31, 1911	Dec. 31, 1911	Dec. 31, 1911	Dec. 31, 1911	Dec. 31, 1911
\$494,643 95	\$42,245 19	\$11,893 77	\$201,834 62	\$181,183 50	\$23,684 50
15,000 00	25,000 00				27,035 00
	35 44	736 45	2,035 18		639 35
9,014 04			1,053 91		488 05
	7,719 37			11,234 52	
\$518,657 99	\$75,000 00	\$12,630 22	\$204,923 71	\$192,418 02	\$51,846 90
300,000 00	75,000 00	5,525 00	200,000 00	100,000 00	20,000 00
175,000 00				75,000 00	15,000 00
			296 90	686 84	9,800 00
14,558 40					
29,099 59		7,105 22	4,626 81	16,731 18	7,046 90
\$518,657 99	\$75,000 00	\$12,630 22	\$204,923 71	\$192,418 02	\$51,846 90

TABLE No. 21

ABSTRACT OF BALANCE SHEETS OF

	Citizens Light and Water Company of Claremont.	Citizens Water Company of Niles.
Date of balance sheet.....	Apr. 30, 1912	Dec. 31, 1911
Assets:		
Property assets	\$86,654 38	\$5,051 10
Franchise		
Treasury stock, bonds, and investments.....		
Cash	845 96	444 59
Notes and accounts receivable.....	3,250 00	
Miscellaneous		1 78
Deficit		2,716 03
Total	\$90,750 34	\$8,213 90
Liabilities:		
Capital stock	54,840 00	8,207 00
Bonds		
Notes and accounts payable.....	12,716 88	
Reserves		
Miscellaneous		6 90
Surplus	23,193 46	
Total	\$90,750 34	\$8,213 90

TABLE No. 21

ABSTRACT OF BALANCE SHEETS OF

	Consolidated Canal Company.	Consumers Water Company.
Date of balance sheet.....	Sept. 30, 1911	Dec. 31, 1911
Assets:		
Property assets	\$156,268 07	\$25,000 00
Franchise		
Treasury stock, bonds, and investments.....	568,206 53	
Cash	7,805 24	
Notes and accounts receivable.....	45,187 84	
Miscellaneous	54,604 12	
Deficit		
Total	\$832,071 80	\$25,000 00
Liabilities:		
Capital stock	500,000 00	25,000 00
Bonds	120,000 00	
Notes and accounts payable.....		
Reserves	84,539 48	
Miscellaneous	4,995 00	
Surplus	122,537 32	
Total	\$832,071 80	\$25,000 00

—Continued.

WATER COMPANIES OF CALIFORNIA.

Citizens Water Company of San Jacinto.	City Water Company of Ocean Park.	Claremont Co-operative Water Company.	Coalinga Consolidated Water Company.	Compton Water and Lighting Company.	Coneland Water Company.
Dec. 31, 1911	Dec. 31, 1911	Dec. 31, 1911	Dec. 31, 1911	Jan. 1, 1912	Dec. 31, 1911
\$1,599,319 99	\$202,828 95	\$34,833 49	\$319,676 26	\$3,533 98	\$158,800 75
938 79	150,000 00		24,059 50		
5,212 36	657 44	110 90	331 15		
	79,229 25	546 01	4,871 81		
9,259 65		259 45		15 00	
		2,120 15			
\$1,614,730 79	\$432,715 64	\$37,870 00	\$348,938 72	\$3,548 98	\$158,800 75
1,400,000 00	200,000 00	31,655 00	250,000 00	5,600 00	100,000 00
200,000 00	150,000 00				
10,730 79		5,900 00	13,039 21		
4,000 00	50,003 37	315 00		219 52	
	32,712 27		85,899 51	2,729 46	58,800 75
\$1,614,730 79	\$432,715 64	\$37,870 00	\$348,938 72	\$3,548 98	\$158,800 75

—Continued.

WATER COMPANIES OF CALIFORNIA.

Copper, J.B.H Water Company.	Corcoran Water and Gas Company.	Corona City Water Company.	Coronado Water Company.	Cosumnes Irrigation Company.	Covina City Water Company.
Dec. 31, 1911	Dec. 31, 1911	Nov. 30, 1911	Dec. 31, 1911	Dec. 31, 1911	Dec. 31, 1911
\$10,000 00	\$13,523 54	\$138,191 34	\$374,547 84	\$88,858 62	\$276,721 79
	159 90	366 30	12,960 58	163,000 00	17,111 03
		1,780 69	6,457 70	84 77	2,789 02
			485 78	536 20	
			232,032 39	2,738 48	503 16
\$10,000 00	\$13,683 44	\$140,338 33	\$626,464 29	\$255,218 07	\$297,125 00
5,000 00	11,208 00	75,000 00	480,000 00	250,000 00	150,000 00
	554 25	60,000 00	146,464 29	5,218 07	135,000 00
		5,338 33			2,000 00
5,000 00	1,921 19				10,125 00
\$10,000 00	\$13,683 44	\$140,338 33	\$626,464 29	\$255,218 07	\$297,125 00

TABLE No. 21

ABSTRACT OF BALANCE SHEETS OF

	Crescent City Light, Water and Power Company. ¹	Grocker- Huffman Land and Water Company.
Date of balance sheet.....		Dec. 30, 1911
Assets:		
Property assets		\$3,549,537 93
Franchise		
Treasury stock, bonds, and investments.....		10,750 00
Cash		3,464 64
Notes and accounts receivable.....		921,421 78
Miscellaneous		6,420 76
Deficit		
Total		\$4,491,595 11
Liabilities:		
Capital stock		3,000,000 00
Bonds		
Notes and accounts payable.....		848,482 13
Reserves		230,934 72
Miscellaneous		348,280 08
Surplus		68,896 18
Total		\$4,491,595 11

*Not incorporated.

¹No report received.

TABLE No. 21

ABSTRACT OF BALANCE SHEETS OF

	East Sacramento Water Company.	East Side Canal and Irrigation Company. ¹
Date of balance sheet.....	Dec. 31, 1911	
Assets:		
Property assets	\$12,323 31	
Franchise		
Treasury stock, bonds, and investments.....	243,160 00	
Cash	398 49	
Notes and accounts receivable.....	1,235 00	
Miscellaneous		
Deficit	461 79	
Total	\$257,578 59	
Liabilities:		
Capital stock	250,000 00	
Bonds		
Notes and accounts payable.....	7,578 59	
Reserves		
Miscellaneous		
Surplus		
Total	\$257,578 59	

¹No report received.

—Continued.

WATER COMPANIES OF CALIFORNIA.

Crown Water Company. ¹	Cucamonga Water Company, The	Cuyamaca Water Company.*	Del Mar Water, Light and Power Company.	Del Norte Water Company.	Eagle Rock Water Company.
-----	Oct. 31, 1911	May 31, 1912	Apr. 18, 1912	Dec. 31, 1911	Dec. 31, 1911
-----	\$417,464 37	\$221,140 77	\$119,019 82	\$25,000 00	\$96,541 70 625 00
-----	1,880 86	-----	126,000 00	-----	-----
-----	3,386 93	3,478 07	-----	-----	449 15
-----	68 53	7,907 40	-----	-----	7,300 20
-----	-----	291 24	-----	-----	-----
-----	-----	8,257 52	-----	-----	-----
-----	\$422,800 69	\$241,070 00	\$245,019 82	\$25,000 00	\$104,916 05
-----	-----	-----	100,000 00	25,000 00	-----
-----	250,000 00	-----	100,000 00	-----	-----
-----	-----	24,561 66	45,019 82	-----	24,075 00
-----	-----	216,508 34	-----	-----	-----
-----	172,800 69	-----	-----	-----	80,841 05
-----	\$422,800 69	\$241,070 00	\$245,019 82	\$25,000 00	\$104,916 05

—Continued.

WATER COMPANIES OF CALIFORNIA.

Euclid Avenue Water Company.	Eureka Water Company, The	Excelator Water and Mining Company.	Fairview Land and Water Company.	Fall River Mills Water Company.	Felton Water Company.
Nov. 1, 1911	Dec. 31, 1911	Dec. 31, 1911	Dec. 31, 1911	-----	Dec. 31, 1911
\$24,036 99	\$285,319 22	\$2,964,313 06	\$100,321 87	\$1,200 00	\$2,328 85
9,090 00	-----	-----	-----	4,090 00	7,475 00
1,163 32	1,870 25	102 24	6,121 27	-----	363 55
25 00	34 62	115,834 16	20,308 80	-----	-----
-----	686 22	73 42	31,181 15	-----	-----
-----	-----	-----	-----	-----	-----
\$34,315 31	\$287,910 31	\$3,080,322 88	\$157,883 09	\$5,280 00	\$10,167 40
25,000 00	246,822 26	2,337,093 87	59,200 00	5,000 00	10,000 00
5,000 00	18,493 24	604,107 15	21,802 84	-----	-----
-----	579 75	182,550 19	76,880 25	-----	-----
4,315 31	22,015 06	6,571 67	-----	280 00	167 40
\$34,315 31	\$287,910 31	\$3,080,322 88	\$157,883 09	\$5,280 00	\$10,167 40

TABLE No. 21

ABSTRACT OF BALANCE SHEETS OF

	Fort Bragg Water Company.	Fortuna Water Company.
Date of balance sheet.....	Dec. 31, 1911	Dec. 31, 1911
Assets:		
Property assets	\$20,000 00	\$12,111 37
Franchise		
Treasury stock, bonds, and investments.....		
Cash		3 74
Notes and accounts receivable.....		34 00
Miscellaneous		47 50
Deficit		
Total	\$20,000 00	\$12,196 61
Liabilities:		
Capital stock	20,000 00	9,945 00
Bonds		
Notes and accounts payable.....		1,881 10
Reserves		
Miscellaneous		
Surplus		370 51
Total	\$20,000 00	\$12,196 61

TABLE No. 21

ABSTRACT OF BALANCE SHEETS OF

	Gold Mountain Water Company.	Gridley Land and Irrigation Company.
Date of balance sheet.....	Dec. 31, 1911	Dec. 31, 1911
Assets:		
Property assets	\$103,500 00	\$32,250 00
Franchise		
Treasury stock, bonds, and investments.....		67,750 00
Cash		
Notes and accounts receivable.....		
Miscellaneous		
Deficit		
Total	\$103,500 00	\$100,000 00
Liabilities:		
Capital stock	100,000 00	100,000 00
Bonds		
Notes and accounts payable.....	3,500 00	
Reserves		
Miscellaneous		
Surplus		
Total	\$103,500 00	\$100,000 00

—Continued.

WATER COMPANIES OF CALIFORNIA.

Fresno Canal and Irrigation Company.	Fresno City Water Company.	Fullerton Domestic Water Company.	Glendale Consolidated Water Company.	Glendora Water Company, The	Golden View Land and Water Company.
Dec. 31, 1911	Dec. 31, 1911	Dec. 31, 1911	Dec. 31, 1911	Dec. 31, 1911	Jan. 1, 1912
\$572,344 56	\$387,480 92	\$58,748 74	\$1,834,991 46	\$28,725 67	\$11,519 96
1,289,051 12	344,985 20	10,000 00			
578,829 70	17,089 59		23,011 08		
6,188 57	1,860 00	543 89	15 07	296 13	253 35
189,588 74	1,500 75	1,132 10	128 71	1,390 28	207 76
24,081 62	1,993 67	80,000 00		590 79	
178,067 82				2,825 66	18 98
\$2,833,162 13	\$754,810 13	\$95,419 28	\$1,858,146 82	\$33,328 51	\$12,000 00
1,250,000 00	350,000 00	50,000 00			12,000 00
1,162,555 73	248,000 00	35,000 00	808,000 00		
8,000 00	59,979 90		56,246 19	27,390 00	
399,900 90	67,658 45				
12,705 50	465 23		85 35	5,938 51	
	28,706 55	10,419 23	993,814 78		
\$2,833,162 13	\$754,810 13	\$95,419 28	\$1,858,146 82	\$33,328 51	\$12,000 00

—Continued.

WATER COMPANIES OF CALIFORNIA.

Hallwood Irrigation Company.	Hanford Water Company, The	Happy Valley Land and Water Company.	Hawthorne Water Company.	Hawthorne Electric and Water Company.	Hemet Town Water Company.
June 26, 1911	Dec. 31, 1911	Jan. 1, 1912	Jan. 1, 1912	Jan. 1, 1912	Dec. 31, 1911
\$22,265 33	\$104,784 48	\$67,598 31	\$47,245 55	\$23,772 22	\$30,391 42
	10,000 00				
	11,160 60	179,940 00	9,975 00	88,695 00	12,700 49
1,869 95	3,352 10	3,995 30	1,915 50		360 00
	63 63	292 40	15 00		1,912 71
3,851 25				4,412 76	
\$27,486 53	\$129,310 81	\$251,826 01	\$59,151 05	\$66,879 98	\$45,364 62
16,812 00	58,250 00	250,000 00	50,000 00	50,000 00	25,000 00
10,674 53	50,000 00				
	7,237 00	1,728 19	6,750 00	538 20	185 27
	1,219 90	97 82		16,341 78	71 89
	12,603 91		2,401 05		20,107 46
\$27,486 53	\$129,310 81	\$251,826 01	\$59,151 05	\$66,879 98	\$45,364 62

TABLE No. 21

ABSTRACT OF BALANCE SHEETS OF

	Hercules Water Company.	Hermosa Beach Water Company.
Date of balance sheet.....	Dec. 31, 1911	Dec. 31, 1911
Assets:		
Property assets	\$153,254 27	\$90,245 14
Franchise		
Treasury stock, bonds, and investments.....		
Cash	1,703 41	769 96
Notes and accounts receivable.....	16,279 56	
Miscellaneous	2,132 21	
Deficit		5,854 64
Total	\$173,369 45	\$96,869 76
Liabilities:		
Capital stock	165,000 00	96,869 76
Bonds		
Notes and accounts payable.....		
Reserves	7,404 18	
Miscellaneous		
Surplus	965 27	
Total	\$173,369 45	\$96,869 76

TABLE No. 21

ABSTRACT OF BALANCE SHEETS OF

	Inglewood Water Company.	Kern Valley Water Company. ¹
Date of balance sheet.....	Dec. 31, 1911	
Assets:		
Property assets	\$245,988 66	
Franchise		
Treasury stock, bonds, and investments.....	3,200 00	
Cash	436 51	
Notes and accounts receivable.....	53,680 43	
Miscellaneous		
Deficit		
Total	\$303,305 60	
Liabilities:		
Capital stock	125,000 00	
Bonds		
Notes and accounts payable.....	48,035 95	
Reserves		
Miscellaneous		
Surplus	130,269 65	
Total	\$303,305 60	

¹No report received.

—Continued.

WATER COMPANIES OF CALIFORNIA.

Highland Domestic Water Company. ¹	Hollister Water Company.	Hollywood Water Company.	Hornbrook Water Company. ¹	Huntington Beach Company. ²	Hyde Park Water Company.
-----	Dec. 31, 1911	Dec. 31, 1911	-----	Dec. 31, 1911	Dec. 31, 1911
-----	\$154,899 24	\$25,696 37	-----	\$47,415 17	\$18,014 10
-----	630 21	-----	-----	-----	4,530 00
-----	-----	3,243 42	-----	-----	11 80
-----	-----	252,342 05	-----	-----	-----
-----	-----	-----	-----	4,281 42	-----
-----	\$155,529 45	\$261,281 84	-----	\$51,646 59	\$22,555 90
-----	62,848 66	250,000 00	-----	-----	10,000 00
-----	12,000 00	-----	-----	-----	3,000 00
-----	-----	3,243 42	-----	-----	-----
-----	-----	598 96	-----	-----	5,129 12
-----	80,680 79	7,439 46	-----	-----	4,426 78
-----	\$155,529 45	\$261,281 84	-----	-----	\$22,555 90

¹No report received.²No liabilities reported.

—Continued.

WATER COMPANIES OF CALIFORNIA.

King City Water, Light and Power Company.	Kings River and Fresno Canal Company.	Knapp Water Company. ¹	Laguna Blanca Water Company.	Laguna Cliffs Water Company.	Lake Hemet Water Company.
Mar. 20, 1912	Dec. 31, 1911	-----	Jan. 1, 1912	May 31, 1912	Dec. 31, 1911
\$34,002 95	\$95,733 78	-----	\$244,267 85	\$19,388 44	\$580,014 59
4,500 00	12 00	-----	753,468 08	-----	-----
483 67	67 50	-----	-----	842 97	10,364 97
861 14	-----	-----	-----	-----	10,037 13
64 89	15,361 26	-----	2,821 31	1,409 67	4,491 85
-----	-----	-----	-----	-----	-----
\$39,912 65	\$111,174 54	-----	\$1,000,556 74	\$21,641 08	\$604,908 04
23,525 00	100,000 00	-----	1,000,000 00	15,200 00	469,940 50
8,501 75	-----	-----	-----	1,716 90	6,633 52
-----	11,174 54	-----	556 74	4,724 18	1,504 97
7,885 90	-----	-----	-----	-----	126,829 05
\$39,912 65	\$111,174 54	-----	\$1,000,556 74	\$21,641 08	\$604,908 04

TABLE No. 21

ABSTRACT OF BALANCE SHEETS OF

	Livermore Water and Power Company.	Lone Oak Canal Company.†
Date of balance sheet.....	Dec. 31, 1911	.....
Assets:		
Property assets	\$338,989 01	.....
Franchise .....		.....
Treasury stock, bonds, and investments.....		.....
Cash	25 00	.....
Notes and accounts receivable.....		.....
Miscellaneous	5,254 89	.....
Deficit	3,198 49	.....
Total	\$347,467 19	.....
Liabilities:		
Capital stock	200,000 00	.....
Bonds	100,000 00	.....
Notes and accounts payable.....	44,843 16	.....
Reserves .....		.....
Miscellaneous	2,624 03	.....
Surplus .....		.....
Total	\$347,467 19	.....

TABLE No. 21

ABSTRACT OF BALANCE SHEETS OF

	Miradero Water Company.	Mokelumne River Power and Water Company.
Date of balance sheet.....	Dec. 31, 1911	Dec. 31, 1911
Assets:		
Property assets	\$45,000 00	\$1,881,367 15
Franchise		10,000 00
Treasury stock, bonds, and investments.....		.....
Cash	1,147 48	664 23
Notes and accounts receivable.....		.....
Miscellaneous .....		.....
Deficit		3,952 83
Total	\$46,147 48	\$1,895,984 21
Liabilities:		
Capital stock	20,000 00	1,500,000 00
Bonds	25,000 00	.....
Notes and accounts payable.....		.....
Reserves .....		.....
Miscellaneous		395,984 21
Surplus	1,147 48	.....
Total	\$46,147 48	\$1,895,984 21

—Continued.

WATER COMPANIES OF CALIFORNIA.

Loon Lake Water and Power Company.	Los Altos Water Company.	Lytle Creek Water Company.	Madera Electric Water Company.	Marin Water and Power Company.	Marysville Water Company. The
Dec. 31, 1911	Dec. 31, 1911	Dec. 31, 1911	Dec. 31, 1911	Dec. 31, 1911	Jan. 1, 1912
\$322,882 40	\$29,888 40	\$72,678 83	\$12,940 56	\$1,267,748 74	\$277,469 11
556 79			17,881 99		
4,081 10	666 80	230 43	20,000 00	72,000 00	
			1,562 20	7,942 68	
			552 60	646 10	
11,560 12	648 04		80 70		303 60
\$339,080 41	\$31,208 24	\$72,908 76	\$53,018 05	\$1,348,337 52	\$277,772 71
200,000 00	8,300 00	71,403 83	50,000 00	600,500 00	200,000 00
330 15		75 00	106 55	600,000 00	40,000 00
138,750 26	22,908 24	1,430 43	5 00	109,500 24	8,000 00
			2,906 50	18,551 72	800 76
				19,785 56	28,971 95
\$339,080 41	\$31,208 24	\$72,908 76	\$53,018 05	\$1,348,337 52	\$277,772 71

¹No report received.²Franchise and development.

—Continued.

WATER COMPANIES OF CALIFORNIA.

Monache Water Company.	Montebello Land and Water Company. ¹	Monterey County Water Company.	Monterey County Water Works Com- pany, The	Morgan Hill Water Company.	Mountain Springs Water Company.
Apr. 1, 1912		Dec. 31, 1911	Dec. 31, 1911	Aug. 1, 1912	Dec. 31, 1911
\$15,553 15		\$56,128 22	\$1,335,346 23	\$26,500 00	\$89,102 91
283 19			797,008 86		
			69,594 00		430 39
		1,705 50	1,276 48		22,213 26
482 95		59 21			126 42
		34,633 68			
\$16,319 29		\$92,526 61	\$2,203,225 57	\$26,500 00	\$111,872 98
14,000 00		85,000 00	2,000,000 00	14,000 00	70,000 00
2,319 29			20,719 17	12,500 00	2,797 08
		7,526 61	71,196 26		
			111,310 14		39,075 90
\$16,319 29		\$92,526 61	\$2,203,225 57	\$26,500 00	\$111,872 98

¹No reports received.

TABLE No. 21

ABSTRACT OF BALANCE SHEETS OF

	Mountain Water Company.	Mount Jackson Water and Power Company.
Date of balance sheet.....	Dec. 31, 1911	Dec. 31, 1911
Assets:		
Property assets	\$7,060 00	\$13,497 46
Franchise		
Treasury stock, bonds, and investments.....	5,535 00	
Cash		
Notes and accounts receivable.....		
Miscellaneous	400 00	
Deficit	4,005 00	1,972 54
Total	\$17,000 00	\$15,470 00
Liabilities:		
Capital stock	17,000 00	
Bonds		
Notes and accounts payable.....		5,900 00
Reserves		
Miscellaneous		9,570 00
Surplus		
Total	\$17,000 00	\$15,470 00

TABLE No. 21

ABSTRACT OF BALANCE SHEETS OF

	North Pasadena Land and Water Company.	Northern Water and Power Company.
Date of balance sheet.....	Nov. 30, 1911	Dec. 31, 1911
Assets:		
Property assets	\$213,823 95	\$6,072,348 64
Franchise		
Treasury stock, bonds, and investments.....	8,644 65	
Cash	7,017 35	1,270 50
Notes and accounts receivable.....	4,449 98	7,886 23
Miscellaneous		
Deficit		99,494 63
Total	\$233,935 88	\$6,181,000 00
Liabilities:		
Capital stock	90,000 00	5,000,000 00
Bonds	29,000 00	1,000,000 00
Notes and accounts payable.....	7,438 19	181,000 00
Reserves		
Miscellaneous	848 33	
Surplus	106,649 96	
Total	\$233,935 88	\$6,181,000 00

—Continued.

WATER COMPANIES OF CALIFORNIA.

Mountain View Water Company.	Napa City Water Company.	Natomas Water Company.	Newman Water Works Company.	North Coast Water Company.	North Moneta Garden Lands Water Company.
Nov. 15, 1911	Sept. 27, 1911	Apr. 30, 1912	Dec. 31, 1911	Dec. 31, 1911	Dec. 31, 1911
\$48,917 01	\$243,356 62	\$4,996,670 55	\$40,059 22	\$352,442 83	\$53,967 69
886 94	28,700 00	5,534 20	297 83	1,795 50	241 34
		3,702 31		16,491 10	37 27
	29,608 38	2,449 97			
\$49,808 95	\$301,665 00	\$5,008,357 08	\$40,357 05	\$370,729 43	\$54,246 30
37,492 50	250,000 00	5,000,000 00	30,000 00	150,000 00	35,000 00
11,600 00	47,500 00			200,000 00	
	4,165 00	8,352 59		11,000 00	19,246 30
711 45		4 44	8,097 79	5,068 71	
			2,259 26	4,641 72	
\$49,808 95	\$301,665 00	\$5,008,357 08	\$40,357 05	\$370,729 43	\$54,246 30

—Continued.

WATER COMPANIES OF CALIFORNIA.

Oak Park Water Company. ¹	Oak Water Company.	Occidental Investment Company.	Ocean Park Water Company.	Ocean View Land and Water Company.	Orange Home Water Company.
	Apr. 18, 1912	Dec. 31, 1911	Dec. 31, 1911	Dec. 31, 1911	June 30, 1912
	\$8,714 79	\$379,589 75	\$39,457 84	\$72,877 89	\$5,000 00
	220 90	22,962 30	112 52	533 08	401 20
	267 61		17 05	279 78	
			14,089 24	10,975 17	739 79
	\$9,203 30	\$402,552 05	\$53,626 65	\$84,665 87	\$6,140 99
	1,803 30	400,000 00	4,000 00	23,750 00	5,000 00
	1,650 00	2,552 05	42,000 00	60,915 87	1,140 99
	5,750 00		6,960 00		
			666 65		
	\$9,203 30	\$402,552 05	\$53,626 65	\$84,665 87	\$6,140 99

¹No report received.

TABLE No. 21

ABSTRACT OF BALANCE SHEETS OF

	Palm Valley Water Company.	Pasadena Lake Vineyard Land and Water Company.
Date of balance sheet.....	Dec. 31, 1911	Jan. 1, 1912
Assets:		
Property assets	\$33,376 59	\$773,351 14
Franchise		
Treasury stock, bonds, and investments.....	880,000 00	63,673 65
Cash		13,820 12
Notes and accounts receivable.....		13,024 02
Miscellaneous		
Deficit	186,623 41	
Total	\$600,000 00	\$863,868 93
Liabilities:		
Capital stock	600,000 00	250,000 00
Bonds		
Notes and accounts payable.....		
Reserves		59,881 20
Miscellaneous		553,987 73
Surplus		
Total	\$600,000 00	\$863,868 93

TABLE No. 21

ABSTRACT OF BALANCE SHEETS OF

	Puente City Water Company.	Peoples Water Company of Palma.*
Date of balance sheet.....	Dec. 31, 1911	March, 1911
Assets:		
Property assets	\$14,374 10	
Franchise	200 00	
Treasury stock, bonds, and investments.....		
Cash	307 01	
Notes and accounts receivable.....		
Miscellaneous		
Deficit		
Total	\$14,881 11	
Liabilities:		
Capital stock	11,350 00	\$100,000 00
Bonds		
Notes and accounts payable.....	3,300 00	20,000 00
Reserves		
Miscellaneous	70 00	
Surplus	161 11	
Total	\$14,881 11	\$120,000 00

*No assets reported.

—Continued.

WATER COMPANIES OF CALIFORNIA.

Penninsula Water Company.	Peoples Water Company.	Petaluma Power and Water Company.	Placerville Water Works.	Pleasant Valley Water Company.	Port Costa Water Company.
Dec. 31, 1911	Dec. 31, 1911	Dec. 31, 1911	Dec. 31, 1911	Dec. 31, 1911	Dec. 31, 1911
\$403,382 23	\$36,082,705 04	\$402,872 00	\$12,440 55	\$71,486 95	\$612,122 80
4,883 41	6,354,000 00 22,815 23 152,134 55 83,761 51	8,188 46 1,960 25 637 30 2,896 54	1,369 12 1,567 40 807 74	540 00	30,000 64
\$408,265 64	\$42,645,416 34	\$415,574 55	\$16,184 81	\$71,976 95	\$899,228 57
50,000 00 267,000 00	20,000,000 00 18,700,000 00 2,938,581 38	300,000 00 100,000 00 15,574 55	9,000 00	33,769 00	500,000 00
91,265 64	613,618 71 393,216 25		7,184 81	8,432 75	210,486 66
\$408,265 64	\$42,645,416 34	\$415,574 55	\$16,184 81	\$71,976 95	\$899,228 57

—Continued.

WATER COMPANIES OF CALIFORNIA.

Pasadena Land and Water Company.	Redlands, Lugonia and Crafton Domestic Water Company.	Redondo Water Company.	Redwood City Water Company.	Rialto Domestic Water Company.	Riverside Artesia Water Company.
Dec. 31, 1911	Dec. 31, 1911	Dec. 31, 1911	Dec. 31, 1911	Dec. 31, 1911	Dec. 31, 1911
\$487,362 91	\$189,320 89	\$1,529,063 05	\$24,814 50	\$129,762 75	\$224,142 81
6,698 46 12,513 84 5,272 27	262,169 28 18,543 77 11,892 49 565 00	1,937 96 182 60 632 15	611 53	63 01 608 02	3,799 63 5,971 70 79,505 60
\$511,847 48	\$482,491 43	\$1,531,835 76	\$25,426 03	\$130,433 78	\$313,419 14
75,000 00 5,839 99	295,500 00 100,000 00 91 53	1,000,000 00 517,000 00 6,462 50	25,000 00	75,000 00 53,000 00 1,891 65	132,000 00 113,500 00 1,364 15
2,171 16 428,836 33	86,899 90	8,373 26	315 42 110 61	542 13	66,554 99
\$511,847 48	\$482,491 43	\$1,531,835 76	\$25,426 03	\$130,433 78	\$313,419 14

TABLE No. 21

ABSTRACT OF BALANCE SHEETS OF

	Riverside Highland Water Company.	Riverside Water Company.
Date of balance sheet.....	Jan. 1, 1912	Dec. 31, 1911
Assets:		
Property assets	\$476,153 46	\$1,554,126 90
Franchise		
Treasury stock, bonds, and investments.....		109,344 11
Cash	621 78	14,441 21
Notes and accounts receivable.....	2,488 85	1,377 80
Miscellaneous		23,728 50
Deficit		
Total	\$479,264 09	\$1,703,018 52
Liabilities:		
Capital stock	180,920 00	192,260 00
Bonds		601,000 00
Notes and accounts payable.....	53,126 40	10,033 92
Reserves		
Miscellaneous		752,596 34
Surplus	245,117 69	147,128 26
Total	\$479,164 09	\$1,703,018 52

TABLE No. 21

ABSTRACT OF BALANCE SHEETS OF

	San Joaquin and Kings River Canal and Irrigation Company.	San Jose Water Company.
Date of balance sheet.....	Dec. 31, 1911	Dec. 31, 1911
Assets:		
Property assets	\$1,508,216 20	\$1,295,852 76
Franchise		
Treasury stock, bonds, and investments.....		141,743 85
Cash		7,939 25
Notes and accounts receivable.....	159 99	
Miscellaneous	413 96	
Deficit		
Total	\$1,508,790 15	\$1,445,535 86
Liabilities:		
Capital stock	1,000,000 00	1,250,000 00
Bonds		
Notes and accounts payable.....	10,927 29	
Reserves	295,885 08	
Miscellaneous	58,011 41	195,535 86
Surplus	143,966 37	
Total	\$1,508,790 15	\$1,445,535 86

—Continued.

WATER COMPANIES OF CALIFORNIA.

Reedley Water Works.	St. Helena Water Company, The	San Antonio Water Company.	San Benito County Land and Water Company.	San Gabriel Valley Water Company.	San Geronimo Water Company.
Dec. 31, 1911	Dec. 31, 1911	Oct. 31, 1911	Nov. 9, 1911	Dec. 31, 1911	Jan. 1, 1912
\$14,404 90	\$90,158 68	\$1,256,658 19	\$86,695 98	\$1,489,753 17 200 00	\$200,608 43
-----	9,750 00	1,116,688 61	-----	-----	-----
-----	-----	25,507 71	2,422 50	956 77	743 58
-----	-----	738 66	3,492 00	3,180 62	328 55
-----	-----	179 50	689 58	1,092,262 53	-----
\$14,404 90	\$108,908 68	\$2,399,767 67	\$93,300 06	\$2,586,353 09	\$201,675 56
-----	50,000 00	150,000 00	16,500 00	2,500,000 00	50,000 00
-----	-----	334,000 00	-----	-----	100,000 00
-----	-----	195,418 50	66,775 00	63,549 34	20,004 00
5,600 00	-----	9,000 00	176 50	40,752 14	9,002 95
8,804 90	58,908 68	361,349 67	9,848 56	12,051 61	22,668 61
\$14,404 90	\$108,908 68	\$2,399,767 67	\$93,300 06	\$2,586,353 09	\$201,675 56

—Continued.

WATER COMPANIES OF CALIFORNIA.

San Juan Valley Irrigation Company	San Lorenzo Water Company.	San Pedro Water Company.	Santa Clara Water and Irrigation Company.	Santa Clara Valley Water Company.	Stratton Water Company. ¹
Dec. 31, 1911	Dec. 31, 1911	Dec. 31, 1911	Dec. 31, 1911	Nov. 27, 1911	-----
\$5,241 60	\$33,456 82	\$280,177 96	\$298,094 41	\$104,962 05	-----
-----	-----	6,250 00	-----	-----	-----
2 00	101 01	6,064 96	379 98	979 01	-----
-----	131 19	7,038 59	3,032 24	583 94	-----
4,527 74	18,702 83	2,399 70	-----	-----	-----
\$9,771 34	\$52,391 35	\$301,926 21	\$296,506 58	\$106,525 00	-----
7,257 20	50,000 00	250,000 00	50,000 00	98,200 00	-----
2,514 14	2,391 35	2,450 00	100,000 00	-----	-----
-----	-----	38,560 53	4,164 20	8,325 00	-----
-----	-----	10,915 68	97,536 00	-----	-----
-----	-----	-----	44,806 38	-----	-----
\$9,771 34	\$52,391 35	\$301,926 21	\$296,506 58	\$106,525 00	-----

¹No report received.

TABLE No. 21

ABSTRACT OF BALANCE SHEETS OF

	Saticoy Water Company	Santa Cruz Water Company. ¹
Date of balance sheet.....	Mar. 12, 1912	
Assets:		
Property assets	\$23,250 00	
Franchise		
Treasury stock, bonds, and investments.....	4,075 00	
Cash	1,097 16	
Notes and accounts receivable.....	964 78	
Miscellaneous		
Deficit	7,612 63	
Total	\$36,999 57	
Liabilities:		
Capital stock	15,000 00	
Bonds		
Notes and accounts payable.....	1,441 91	
Reserves		
Miscellaneous	20,557 66	
Surplus		
Total	\$36,999 57	

TABLE No. 21

ABSTRACT OF BALANCE SHEETS OF

	Signal Hill Water Company.	Stason Development Company.
Date of balance sheet.....	Dec. 31, 1911	Dec. 31, 1911
Assets:		
Property assets	\$21,000 00	\$8,100 00
Franchise		
Treasury stock, bonds, and investments.....		16,900 00
Cash	68 42	
Notes and accounts receivable.....	511 41	
Miscellaneous		
Deficit	10,851 81	
Total	\$32,431 64	\$25,000 00
Liabilities:		
Capital stock	25,000 00	25,000 00
Bonds		
Notes and accounts payable.....	4,461 85	
Reserves		
Miscellaneous	2,969 79	
Surplus		
Total	\$32,431 64	\$25,000 00

—Continued.

WATER COMPANIES OF CALIFORNIA.

Santa Maria Water Company.	Santa Paula Water Works.	Santa Rosa Water Works.	Second Extension Water Company.	Sierra Madre Water Company.	Sierra Water Supply Company.
Dec. 31, 1911	Jan. 1, 1912	Dec. 31, 1911	Jan. 1, 1912	Dec. 31, 1911	May 31, 1911
\$47,900 91	\$170,086 44	\$206,812 89	\$92,884 91	\$129,963 34	\$6,341,648 63
26,200 00	1,300 00		6,962 92		
841 31	5 65	717 91	2,847 17	1,489 69	7 04
32 48	16,849 90	39,924 85	5,069 00	870 58	2,800 00
27,555 20			70 00		
\$102,529 90	\$188,191 99	\$247,455 65	\$107,794 00	\$132,323 61	\$6,344,455 67
100,000 00	150,000 00	198,455 65	60,000 00	88,000 00	5,000,000 00
351 51	7,107 91	49,000 00	7,968 26	25,000 00	750,000 00
				1,049 09	594,453 67
753 65	15 78				
1,424 74	31,068 30		39,836 74	18,274 52	
\$102,529 90	\$188,191 99	\$247,455 65	\$107,794 00	\$132,323 61	\$6,344,453 67

*No report received.

—Continued.

WATER COMPANIES OF CALIFORNIA.

Snow Moun- tain Water and Power Company.	Soledad Land and Water Company.*	Sonoma Valley Water, Light and Power Company.	Southern California Mountain Water Company.	South Feather Land and Water Company.	South Los Angeles Water Company.
Dec. 31, 1911	Dec. 31, 1911	Dec. 31, 1911	Dec. 31, 1911	May 1, 1911	Dec. 31, 1911
\$1,838,362 27	\$12,819 28	\$38,750 00	\$3,140,178 75	\$275,104 66	\$149,190 13
					709 05
519 45			2,346,725 00		
5,679 25			1,632 11	3,054 76	8,309 04
39,687 30			8,798 17	46 25	
99,558 21	148 24	11,250 00	475 64	38 85	
\$1,983,806 48	\$12,967 52	\$100,000 00	\$5,497,809 67	\$278,244 52	\$158,208 22
500,000 00		100,000 00	3,500,000 00	250,000 00	145,265 17
1,250,000 00			1,070,134 54	19,876 43	
210,624 35					
23,182 13			258 16	546 37	
			927,416 97	7,821 72	12,943 05
\$1,983,806 48		\$100,000 00	\$5,497,809 67	\$278,244 52	\$158,208 22

*Liabilities not reported.

TABLE No. 21

ABSTRACT OF BALANCE SHEETS OF

	South San Francisco Water Company.	Spring Valley Water Company.
Date of balance sheet.....	Dec. 31, 1911	Dec. 31, 1911
Assets:		
Property assets	\$144,647 65	\$48,790,361 76
Franchise		
Treasury stock, bonds, and investments.....		3,128,000 00
Cash	6,156 51	130,643 83
Notes and accounts receivable.....	3,722 85	126,422 50
Miscellaneous	100 02	951,501 65
Deficit		
Total	\$154,626 53	\$53,126,929 74
Liabilities:		
Capital stock	150,000 00	28,000,000 00
Bonds		20,987,000 00
Notes and accounts payable.....	2,398 90	1,819,040 74
Reserves		1,511,199 25
Miscellaneous		228,663 89
Surplus	2,232 63	581,026 06
Total	\$154,626 53	\$53,126,929 74

TABLE No. 21

ABSTRACT OF BALANCE SHEETS OF

	Union Hollywood Water Company.	Union Water Company of Arcata.
Date of balance sheet.....	Dec. 31, 1911	Dec. 31, 1911
Assets:		
Property assets	\$1,692,043 65	\$44,900 38
Franchise		
Treasury stock, bonds, and investments.....	1,918 34	
Cash	389 74	
Notes and accounts receivable.....	5,829 45	
Miscellaneous	31,357 75	
Deficit		
Total	\$1,731,538 93	\$44,900 38
Liabilities:		
Capital stock	1,000,000 00	25,000 00
Bonds	200,000 00	
Notes and accounts payable.....	128,172 84	
Reserves	3,243 42	
Miscellaneous	17,961 68	
Surplus	382,140 99	19,900 38
Total	\$1,731,538 93	\$44,900 38

--Continued.

WATER COMPANIES OF CALIFORNIA.

Stockton and Mokelumne Canal Company.	Sunnyvale Water Company.	Sweetwater Water Company, The	Tropico Water Company.	Tulare City Water Company.	Ukiah Water and Improve- ment Com- pany.
Dec. 31, 1911	Dec. 31, 1911	Dec. 31, 1911	Dec. 31, 1911	Jan. 1, 1912	Dec. 31, 1911
\$344,739 60	\$14,726 83	\$1,815,058 88	\$46,695 95	\$100,978 50	\$97,600 00
	447 12	14,881 70	15,944 78	77 97	
109 40		34,686 71		1,120 10	1,334 21
6,366 05		718,754 00			
1,000 00		746,143 85		4,428 43	425 81
\$352,215 05	\$15,178 95	\$2,829,475 14	\$62,640 73	\$106,600 00	\$99,360 02
200,000 00	8,946 00	1,200,000 00	532 50	100,000 00	59,000 00
110,000 00		200,000 00	24,000 00		
28,064 35	5,500 00	195,778 85	881 38	6,600 00	47,600 00
		493,567 46			
14,150 70	240 50	740,128 83			1,760 02
	487 45		87,226 85		
\$352,215 05	\$15,178 95	\$2,829,475 14	\$62,640 73	\$106,600 00	\$99,360 02

—Continued.

WATER COMPANIES OF CALIFORNIA.

Union Water Company of California.	Vacaville Water and Light Company.	Valley Water Company of Hanford.	Verdugo Pipe and Reservoir Company.	Vermont Square Water Company.	Vineyard Ditch Company.
Dec. 31, 1911	Dec. 31, 1911	Dec. 31, 1911	Mar. 31, 1912	Dec. 31, 1911	Dec. 31, 1911
\$5,978,743 96	\$37,411 25	\$5,400 00	\$17,181 86	\$57,782 28	\$6,611 67
				19,325 00	
152 40		33,106 47	824 08	1,772 22	20 81
5,292 62	795 88	264 69	372 14	395 60	439 78
51,254 34	3,334 30			57 35	
40,410 94					
\$6,075,854 26	\$41,541 43	\$38,771 16	\$18,378 06	\$79,332 45	\$7,072 26
5,000,000 00	25,000 00	28,000 00	15,000 00	25,000 00	6,320 00
505,000 00					
475,120 01			1,041 85		550 00
95,734 25	14,123 07	10,771 16	2,336 23	30,634 65	
	2,418 36			23,497 80	202 26
\$6,075,854 26	\$41,541 43	\$38,771 16	\$18,378 06	\$79,332 45	\$7,072 26

TABLE No. 21

ABSTRACT OF BALANCE SHEETS OF

	Visalia City Water Company.	Washington Water and Light Company.
Date of balance sheet.....	July 1, 1911	Dec. 31, 1911
Assets:		
Property assets	\$125,234 01	\$14,000 00
Franchise		
Treasury stock, bonds, and investments.....		1,150 00
Cash	1,911 27	
Notes and accounts receivable.....	900 00	
Miscellaneous		
Deficit		
Total	\$128,045 28	\$12,150 00
Liabilities:		
Capital stock	40,187 46	6,000 00
Bonds	80,000 00	
Notes and accounts payable.....	455 75	
Reserves		
Miscellaneous		
Surplus	8,402 07	6,150 00
Total	\$129,045 28	\$12,150 00

TABLE

ABSTRACT OF BALANCE SHEETS OF ELECTRIC LIGHT.

	Alturas Electric Power Company.	Amador Electric Light and Power Company.
Date of balance sheet.....	June 30, 1911	June 30, 1911
Assets:		
Property assets	\$308,488 21	\$59,321 71
Franchises	10,000 00	
Treasury stock, bonds, and investments.....		45,000 00
Cash	677 46	5,591 96
Notes and accounts receivable.....	3,296 93	29,278 43
Miscellaneous	7,190 20	
Deficit		
Total	\$329,654 80	\$139,192 10
Liabilities:		
Capital stock	250,000 00	90,000 00
Bonds	55,000 00	45,000 00
Notes and accounts payable.....	10,345 66	1,167 64
Reserves	1,709 95	
Miscellaneous		
Surplus	12,599 19	3,024 46
Total	\$329,654 80	\$139,192 10

¹No report received.²No liabilities reported.

—Continued.

WATER COMPANIES OF CALIFORNIA.

West Redlands Water Company.	Willits Water and Power Company.	Yolo County Consolidated Water Company.	Yorba Linda Water Company.	Yuba City Water Company. ¹	Summit Lake Irrigation Company..
Nov. 28, 1911	Dec. 31, 1911	Dec. 31, 1911	Apr. 1, 1911	-----	Dec. 31, 1911
\$51,361 68	\$44,218 50	\$1,175,778 85	\$444,648 46	-----	\$4,415 69
80,600 00	-----	-----	50,000 00	-----	50,000 00
450 55	2,714 84	14 38	358 02	-----	38,489 50
290 72	-----	11,957 47	-----	-----	1,546 80
-----	-----	1,889 27	-----	-----	9,131 29
-----	-----	63,529 14	1,993 52	-----	-----
\$132,702 95	\$46,933 34	\$1,253,169 11	\$497,000 00	-----	\$103,583 28
80,600 00	44,200 00	989,280 00	350,000 00	-----	88,489 50
35,000 00	-----	225,000 00	147,000 00	-----	-----
14,510 08	925 00	-----	-----	-----	4,410 99
-----	76 65	38,889 11	-----	-----	-----
2,592 87	1,731 69	-----	-----	-----	10,682 79
\$132,702 95	\$46,933 34	\$1,253,169 11	\$497,000 00	-----	\$103,583 28

¹No report received.

No. 22.

GAS, AND POWER COMPANIES OF CALIFORNIA.

Bakersfield Gas and Electric Light Company. ¹	Banning Gas and Lighting Company.	Bartow Utility Company.	Bishop Light and Power Company.	Boulder Creek Electric Light and Water Company.	Branham, James. ²
-----	Dec. 12, 1911	Dec. 31, 1911	Dec. 31, 1911	Dec. 31, 1911	May 31, 1912
-----	\$17,469 67	\$27,521 05	\$34,247 99	\$62,810 19	\$1,339 00
-----	10,950 00	23,470 00	-----	23,000 00	-----
-----	29	1,489 71	980 57	-----	-----
-----	31 84	424 40	367 80	2,114 59	-----
-----	297 19	7,650 00	1,888 80	-----	-----
-----	883 51	-----	-----	-----	-----
-----	\$29,632 50	\$60,555 16	\$36,985 16	\$87,924 78	\$1,339 00
-----	25,000 00	50,000 00	15,600 00	75,000 00	-----
-----	2,530 00	6,000 00	2,972 36	285 55	-----
-----	2,102 50	-----	400 00	-----	-----
-----	-----	4,555 16	377 56	-----	-----
-----	-----	-----	17,635 24	12,639 23	-----
-----	\$29,632 50	\$60,555 16	\$36,985 16	\$87,924 78	-----

TABLE No. 22

ABSTRACT OF BALANCE SHEETS OF ELECTRIC LIGHT,

	Butte County Power, Light and Water Company.	Butte and Tehama Power Company.
Date of balance sheet.....	Dec. 31, 1911	Déc. 31, 1911
Assets:		
Property assets	\$300,000 00	\$443,000 00
Franchises		
Treasury stock, bonds, and investments.....	65,590 83	556,940 00
Cash		
Notes and accounts receivable.....	4,767 66	
Miscellaneous		
Deficit		
Total	\$370,358 49	\$1,000,000 00
Liabilities:		
Capital stock	300,000 00	1,000,000 00
Bonds		
Notes and accounts payable.....	65,590 83	
Reserves		
Miscellaneous		
Surplus	4,767 66	
Total	\$370,358 49	\$1,000,000 00

TABLE No. 22

ABSTRACT OF BALANCE SHEETS OF ELECTRIC LIGHT,

	Central Natural Gas Company. ¹	Central Oak- land Light and Power Company.
Date of balance sheet.....		May 31, 1912
Assets:		
Property assets		\$1,897,142 86
Franchises		
Treasury stock, bonds, and investments.....		
Cash		1,611 01
Notes and accounts receivable.....		20,175 40
Miscellaneous		1,650 83
Deficit		42,488 86
Total		\$1,963,068 96
Liabilities:		
Capital stock		1,194,300 00
Bonds		493,000 00
Notes and accounts payable.....		273,714 76
Reserves		
Miscellaneous		2,054 20
Surplus		
Total		\$1,963,068 96

¹No report received.

—Continued.

GAS, AND POWER COMPANIES OF CALIFORNIA.

California Electric Generating Company.	California Natural Gas Company.	California Coke and Gas Company.	California- Oregon Power Company.	Callstoga Electric Company.	
Dec. 31, 1911	Dec. 31, 1911	Dec. 31, 1911	Dec. 31, 1911	Jan. 1, 1912	
\$8,733,559 61	\$267,572 15	\$70,822 22	\$171,967 55	\$13,500 00	
3,800,000 00		999,500 00		11,500 00	
19,210 51	42,069 87	663,036 54			
50,041 67	70,210 96	15,135 08	297 00		
20,000 00		1,630 47	5,000 00		
\$12,622,811 79	\$379,852 98	\$1,750,124 31	\$177,264 55	\$25,000 00	
7,500,000 00	280,000 00	1,000,000 00	100,000 00	25,000 00	
5,000,000 00		150,000 00	51,000 00		
22,500 00	28,215 04	293,640 48	18,525 40		
95,725 10		781 25	318 31		
4,586 69	71,637 94	305,702 58	7,420 84		
\$12,622,811 79	\$379,852 98	\$1,750,124 31	\$177,264 55	\$25,000 00	

—Continued.

GAS, AND POWER COMPANIES OF CALIFORNIA.

City Electric Company.	Clear Lake Power and Irrigation Company. ¹	Cloverdale Light and Power Company.	Coalinga Gas and Power Company. ¹	Coalinga Water and Electric Company.	Coast Counties Gas and Electric Company.
Dec. 31, 1911		Dec. 31, 1911		Dec. 31, 1911	Dec. 31, 1911
\$7,449,672 55		\$127,677 83		\$118,352 30	\$2,284,113 88
		2,554 25		1,022,463 59	
3,317,500 00				999,500 00	801,870 00
6,911 36		2,590 28		2,291 69	3,036 61
187,829 26				22,977 29	46,067 84
258,731 50		62 50		28,795 13	798 48
\$11,220,644 67		\$132,884 86		\$2,194,380 00	\$3,135,886 81
5,000,000 00		89,645 00		2,000,000 00	1,500,000 00
5,000,000 00				150,000 00	990,000 00
265,280 06		25,000 00		9,741 84	143,168 47
399,423 21				6,198 70	324,600 00
				481 67	
555,941 40		18,239 86		27,957 79	178,118 84
\$11,220,644 67		\$132,884 86		\$2,194,380 00	\$3,135,886 81

TABLE No. 22

ABSTRACT OF BALANCE SHEETS OF ELECTRIC LIGHT,

	Coast Valleys Gas and Electric Company.	Consolidated Heat, Light and Power Company.
Date of balance sheet.....	Apr. 30, 1912	Jan. 1, 1912
Assets:		
Property assets	\$5,732,302 59	\$158,235 64
Franchises		
Treasury stock, bonds, and investments.....		373,500 00
Cash	6,507 71	353 60
Notes and accounts receivable.....	18,772 09	3,119 85
Miscellaneous	303,819 58	31,625 00
Deficit		
Total	\$6,061,401 97	\$566,834 09
Liabilities:		
Capital stock	5,000,000 00	500,000 00
Bonds	913,000 00	65,000 00
Notes and accounts payable.....	141,806 93	1,481 26
Reserves		
Miscellaneous	3,935 32	320 34
Surplus	2,659 72	32 49
Total	\$6,061,401 97	\$566,834 09

TABLE No. 22

ABSTRACT OF BALANCE SHEETS OF ELECTRIC LIGHT,

	Exchequer Mining and Power Company.	Fort Bragg Electric Company.
Date of balance sheet.....	Dec. 31, 1911	Dec. 31, 1911
Assets:		
Property assets	\$95,487 36	\$128,153 10
Franchises		
Treasury stock, bonds, and investments.....		250 00
Cash	69 24	
Notes and accounts receivable.....	1,670 86	29,875 96
Miscellaneous	28,907 01	206 65
Deficit	2,254 20	
Total	\$128,388 67	\$158,485 71
Liabilities:		
Capital stock		100,000 00
Bonds		30,000 00
Notes and accounts payable.....	1,172 20	27,270 57
Reserves		
Miscellaneous	127,216 47	
Surplus		1,215 14
Total	\$128,388 67	\$158,485 71

¹No report received.

—Continued.

GAS, AND POWER COMPANIES OF CALIFORNIA.

Consumers Light and Power Company.	Corona Gas and Electric Light Company.	Downey Light, Power and Water Company.	Economic Gas Company.	Electric Power Company.	Equitable Light and Power Company.
May 31, 1912	Dec. 31, 1911	Dec. 31, 1911	Dec. 31, 1911	Dec. 31, 1911	May 31, 1912
\$470,290 80	\$67,198 44	\$75,000 00	\$2,126,907 51	\$51,114 31 1,013,527 08	\$1,363,325 62
1,271 53	2,562 65		198 70		1,972 50
42,975 15	3,222 92		18,066 52		555 95
359 88			50,837 05		57,427 94
26,111 27					635 58
					17,905 03
\$541,008 63	\$72,984 01	\$75,000 00	\$2,196,009 78	\$1,064,641 39	\$1,441,822 62
100,000 00	50,000 00	75,000 00	1,500,000 00	1,000,000 00	750,000 00
100,000 00			247,000 00		365,000 00
340,258 63	4,205 44		380,791 00	64,641 39	324,997 62
			62,000 00		
750 00	408 07				1,825 00
	18,370 50		6,218 78		
\$541,008 63	\$72,984 01	\$75,000 00	\$2,196,009 78	\$1,064,641 39	\$1,441,822 62

—Continued.

GAS, AND POWER COMPANIES OF CALIFORNIA.

Gilroy Gas Works.	Glendora Light and Power Company.	Glendale Light and Power Company. ¹	Great Western Power Company.	Hanford Gas and Power Company.	Hemet San Jacinto Gas Company. ¹
Dec. 31, 1911	Mar. 31, 1912		Dec. 31, 1911	Dec. 31, 1911	
\$75,797 58	\$12,558 00		\$38,727,465 75	\$160,807 59 250 00	
	10,742 50		15,154,912 50		
133 85	285 80		166,414 85	1,464 24	
2,167 54	111 67		183,011 15	3,017 24	
1,042 00	351 97		37,846 40		
\$79,140 97	\$24,049 94		\$54,269,650 65	\$165,539 07	
50,000 00	20,000 00		27,500,000 00	61,000 00	
			25,000,000 00	40,000 00	
20,035 76	218 37		632,536 25	19,708 45	
			112,574 92		
1,440 00	1,425 77		950,000 00		
7,665 21	2,405 80		74,539 48	44,830 62	
\$79,140 97	\$24,049 94		\$54,269,650 65	\$165,539 07	

TABLE No. 22

ABSTRACT OF BALANCE SHEETS OF ELECTRIC LIGHT,

	Holton Power Company.	Home Gas and Electric Company of Newport Beach.
Date of balance sheet.....	Dec. 31, 1911	
Assets:		
Property assets	\$1,714,026 51	
Franchises		
Treasury stock, bonds, and investments.....	202,275 00	
Cash	16,553 42	
Notes and accounts receivable.....	98,635 78	
Miscellaneous		
Deficit		
Total	\$2,031,490 71	
Liabilities:		
Capital stock	1,250,000 00	
Bonds	500,000 00	
Notes and accounts payable.....	284,882 97	
Reserves		
Miscellaneous		
Surplus	16,627 74	
Total	\$2,031,490 71	

TABLE No. 22

ABSTRACT OF BALANCE SHEETS OF ELECTRIC LIGHT,

	Lompoc Light and Power Company.	Long Beach Consolidated Gas Company.
Date of balance sheet.....	Jan. 1, 1911	Dec. 31, 1911
Assets:		
Property assets	\$57,447 09	\$1,254,754 39
Franchises	2,250 00	
Treasury stock, bonds, and investments.....		4,330 00
Cash	26 26	
Notes and accounts receivable.....	249 10	16,567 37
Miscellaneous	6,700 66	11,323 58
Deficit		
Total	\$66,673 11	\$1,286,975 14
Liabilities:		
Capital stock	50,000 00	760,700 00
Bonds		433,000 00
Notes and accounts payable.....	7,550 09	80,197 30
Reserves		8,347 72
Miscellaneous	9,123 02	
Surplus		4,730 12
Total	\$66,673 11	\$1,286,975 14

—Continued.

GAS, AND POWER COMPANIES OF CALIFORNIA.

Home Gas Company of Porterville.	Huntington Beach Light and Power Company. ²	Imperial Valley Gas Company.	Indian Valley Electric Light and Power Company. ¹	Invincible Mines. Consolidated.	Lassen Electric Company.
Mar. 31, 1912	Dec. 31, 1911	-----	Dec. 31, 1911	Dec. 31, 1911	Dec. 31, 1911
\$47,834 98	\$33,123 82	\$536,421 69	-----	\$255,909 94	\$50,094 86
10,655 12	-----	50,000 00	-----	-----	-----
600 00	-----	2,106 62	-----	159 59	218 89
600 00	-----	15,686 86	-----	-----	1,388 43
-----	1,125 55	6,944 43	-----	16,672 48	-----
\$58,700 00	\$34,249 37	\$611,159 60	-----	\$272,742 01	\$51,702 18
35,500 00	-----	500,000 00	-----	228,100 00	25,000 00
15,200 00	-----	100,000 00	-----	44,642 01	25,495 90
8,000 00	-----	11,159 60	-----	-----	-----
-----	-----	-----	-----	-----	1,206 28
\$58,700 00	-----	\$611,159 60	-----	\$272,742 01	\$51,702 18

¹No report received.²No liabilities reported.

—Continued.

GAS, AND POWER COMPANIES OF CALIFORNIA.

Los Angeles Gas and Electric Corporation.	Los Gatos Ice, Gas and Electric Company.	Marysville and Nevada Power and Water Company.	Mendocino Electric Light and Power Company.	Modesto Gas, Light, Coal and Coke Company.	Mokelumne River Power Company.
Dec. 31, 1911	Mar. 31, 1911	Dec. 31, 1911	Dec. 31, 1911	Dec. 30, 1911	May 31, 1912
\$15,234,263 90	\$191,340 66	\$13,310 15	\$28,135 98	\$139,843 16	\$1,600 00
309,882 61	-----	-----	10,000 00	-----	11,469,500 00
333,148 74	124 20	-----	6,457 58	-----	238 13
407,282 31	6,545 15	-----	-----	5,103 70	-----
-----	-----	952 79	-----	-----	750,000 00
-----	-----	-----	-----	-----	26,934 42
\$16,284,577 56	\$198,010 01	\$14,262 94	\$44,593 56	\$144,946 86	\$12,248,272 55
7,250,000 00	176,400 00	2,750 00	25,000 00	100,000 00	6,000,000 00
7,362,000 00	-----	-----	-----	-----	6,000,000 00
506,604 54	10,099 35	-----	2,789 30	42,989 50	248,272 55
964,825 62	-----	-----	-----	-----	-----
201,147 40	11,510 66	35 35	16,804 26	1,957 36	-----
-----	-----	11,477 59	-----	-----	-----
\$16,284,577 56	\$198,010 01	\$14,262 94	\$44,593 56	\$144,946 86	\$12,248,272 55

TABLE No. 22

ABSTRACT OF BALANCE SHEETS OF ELECTRIC LIGHT.

	Mountain Power Company. ¹	Mount Konocti Light and Power Company.
Date of balance sheet.....		May 1, 1912
Assets:		
Property assets		\$22,194 66
Franchises		
Treasury stock, bonds, and investments.....		
Cash		1,955 06
Notes and accounts receivable.....		421 56
Miscellaneous		
Deficit		
Total		\$24,571 28
Liabilities:		
Capital stock		23,000 00
Bonds		
Notes and accounts payable.....		138 14
Reserves		
Miscellaneous		
Surplus		2,045 23
Total		\$24,571 28

TABLE No. 22

ABSTRACT OF BALANCE SHEETS OF ELECTRIC LIGHT.

	Nevada Mines Power Company.	Northern California Power Company. Consolidated.
Date of balance sheet.....	Apr. 30, 1912	Oct. 31, 1911
Assets:		
Property assets	\$500 00	\$15,484,189 40
Franchises		
Treasury stock, bonds, and investments.....	999,500 00	
Cash		32,407 39
Notes and accounts receivable.....		2,323 36
Miscellaneous		294,046 98
Deficit		
Total	\$1,000,000 00	\$15,812,967 13
Liabilities:		
Capital stock	1,000,000 00	10,000,000 00
Bonds		4,631,000 00
Notes and accounts payable.....		756,526 02
Reserves		36,616 78
Miscellaneous		172 82
Surplus		388,651 51
Total	\$1,000,000 00	\$15,812,967 13

—Continued.

GAS, AND POWER COMPANIES OF CALIFORNIA.

Mt. Shasta Power Corporation.	Mount Whit- ney Power and Electric Company.	Municipal Light and Power Company. ¹	Mutual Electric Light Company.	Napa Valley Electric Company. ¹	Nevada- California Power Company.
Mar. 31, 1912	Dec. 31, 1911		Nov. 27, 1911		Dec. 31, 1911
\$10,002,064 55	\$3,963,880 54		\$1,294,532 11		\$8,525,482 72
			171 55		471,185 82
	12,906 94				313,970 48
	251,256 88		152,035 12		204,668 23
500 00	193,978 67		2,496 40		3,395 61
\$10,002,564 55	\$4,442,023 03		\$1,449,235 18		\$9,528,702 86
10,000,000 00	2,625,000 00		500,000 00		5,000,000 00
	1,225,000 00		231,000 00		3,000,000 00
2,064 55	117,139 38		20,759 97		307,996 39
	301,009 22		19,171 55		250,345 84
500 00	2,710 45		3,124 99		36,516 71
	171,163 98		675,178 67		933,843 92
\$10,002,564 55	\$4,442,023 03		\$1,449,235 18		\$9,528,702 86

¹No report received.

—Continued.

GAS, AND POWER COMPANIES OF CALIFORNIA.

North Sacramento Light and Water Company.	Novato Light and Power Company. ²	Oakland Gas, Light and Heat Company. ¹	Oceanside Electric and Gas Company.	Ontario Power Company.
Mar. 4, 1912	Apr. 30, 1912		Nov. 1, 1911	Oct. 31, 1911
\$51,280 91	\$13,800 00		\$24,639 75	\$1,002,381 51
	1,200 00		25 00	
			6,810 00	123,000 00
180 25			258 23	7,973 40
345 00			557 50	10,700 81
			70 00	
141 50				
\$51,947 66	\$15,000 00		\$32,360 48	\$1,144,055 72
44,550 00			25,000 00	500,000 00
7,397 66			7,093 84	333,000 00
				230,065 66
			266 64	693 48
				80,296 58
\$51,947 66			\$32,360 48	\$1,144,055 72

¹No report received.²No liabilities reported.

TABLE No. 22

ABSTRACT OF BALANCE SHEETS OF ELECTRIC LIGHT,

	Ontario Upland Gas Company.	Oro Water. Light and Power Company.
Date of balance sheet.....	Dec. 31, 1911	Dec. 31, 1911
Assets:		
Property assets	\$118,885 46	\$2,616,312 14
Franchises		
Treasury stock, bonds, and investments.....	11,000 00	1,853,190 25
Cash	1,585 18	1,040 51
Notes and accounts receivable.....	1,127 62	246,176 83
Miscellaneous	644 64	218,997 18
Deficit	194 07	
Total	\$132,986 97	\$4,935,716 91
Liabilities:		
Capital stock	100,000 00	3,250,000 00
Bonds	25,000 00	336,000 00
Notes and accounts payable.....	1,801 94	217,675 65
Reserves	6,365 03	
Miscellaneous	270 00	
Surplus		1,132,041 26
Total	\$132,986 97	\$4,935,716 91

TABLE No. 22

ABSTRACT OF BALANCE SHEETS OF ELECTRIC LIGHT,

	Rialto Light. Power and Water Company. ¹	Rochester Oil Company. (Natural Gas.)
Date of balance sheet.....		Jan. 1, 1912
Assets:		
Property assets		\$61,086 14
Franchises		
Treasury stock, bonds, and investments.....		
Cash		89 19
Notes and accounts receivable.....		2,979 57
Miscellaneous		
Deficit		4,604 73
Total		\$68,759 63
Liabilities:		
Capital stock		42,836 92
Bonds		
Notes and accounts payable.....		17,573 12
Reserves		
Miscellaneous		
Surplus		8,349 59
Total		\$68,759 63

¹No report received.

—Continued.

GAS, AND POWER COMPANIES OF CALIFORNIA.

Oro Electric Corporation.	Oroville Light and Power Company.	Pacific Gas and Electric Company.	Pacific Light and Power Corporation.	Pacific Power Company.	Palo Alto Gas Company.
Dec. 31, 1911	Jan. 1, 1912	Dec. 31, 1911	Dec. 31, 1911	Dec. 31, 1911	Dec. 31, 1911
\$20,125,262 75	\$224,577 28	\$110,422,769 94	\$33,440,487 78	\$1,821,614 67	\$299,467 69
4,168 36		39,629,179 42	29,687,892 80		
12,833 69	8,526 20	740,389 43	346,848 15	1,819 35	60 51
6,488 19	226 08	1,471,719 37	537,276 55	14,964 60	7,875 35
		428,222 82	1,808,861 16		785 21
				32,883 41	15,354 76
\$20,148,752 99	\$233,329 56	\$152,692,280 98	\$35,821,366 44	\$1,871,282 11	\$323,043 52
10,000,000 00	100,000 00	75,015,188 19	40,000,000 00	800,088 00	200,000 00
10,000,000 00	33,000 00	67,922,899 53	21,531,000 00	800,000 00	96,000 00
145,779 66	21,601 67	8,631,778 46	2,356,918 91	270,657 26	7,335 63
		1,006,578 86	1,423,785 25	591 85	19,397 89
			66,586 65		810 00
2,973 33	78,727 89	4,990,458 47	438,075 63		
\$20,148,752 99	\$233,329 56	\$152,692,280 98	\$35,821,366 44	\$1,871,282 11	\$323,043 52

—Continued.

GAS, AND POWER COMPANIES OF CALIFORNIA.

Sacramento Natural Gas Company.	Sacramento Valley Power Company.	San Benito Light and Power Company.	San Bernardino Valley Gas Company.	San Diego Consolidated Gas and Electric Company.	San Francisco Gas and Electric Company.
Nov. 30, 1911	Dec. 31, 1911	Dec. 31, 1911	Dec. 31, 1911	Dec. 31, 1911	Nov. 27, 1911
\$613,217 57	\$1,566,838 76	\$413,568 94	\$639,507 96	\$5,158,182 79	\$30,803,433 70
376,000 00	160,189 77	50,000 00	34,721 69	343,324 04	1,337,472 98
16,154 99	65,444 70	1,726 82	2,533 82	155,915 92	127,627 68
6,904 90	18,990 71	9,877 55	46,225 51	90,671 33	1,355,681 72
	551,087 75	82 34	1,500,000 00	57,959 58	20,710 35
	17,225 33		94,580 76		
\$1,012,277 46	\$2,379,777 02	\$475,255 65	\$2,317,569 74	\$5,806,033 66	\$33,644,926 43
500,000 00	1,314,000 00	250,000 00	1,500,000 00	2,592,400 00	15,848,433 33
400,000 00	1,000,000 00	200,000 00	453,200 00	2,700,000 00	9,400,000 00
23,169 34	59,971 12	4,084 16	361,319 74	168,051 77	511,262 10
				61,625 00	4,347,095 85
1,050 00	5,805 90		3,050 00	66,018 16	131,805 58
88,058 12		21,171 49		217,938 73	3,406,329 57
\$1,012,277 46	\$2,379,777 02	\$475,255 65	\$2,317,569 74	\$5,806,033 66	\$33,644,926 43

TABLE No. 22

ABSTRACT OF BALANCE SHEETS OF ELECTRIC LIGHT.

	San Joaquin Light and Power Corporation.	Santa Barbara Gas and Electric Company.
Date of balance sheet.....	Dec. 31, 1911	Dec. 31, 1911
Assets:		
Property assets	\$9,399,975 61	\$1,463,914 08
Franchises	14,659,195 64	
Treasury stock, bonds, and investments.....	716,600 33	
Cash	34,376 44	
Notes and accounts receivable.....	541,256 02	23,389 71
Miscellaneous	447,746 01	8,368 75
Deficit		
Total	\$25,799,150 05	\$1,495,672 54
Liabilities:		
Capital stock	15,500,000 00	800,900 00
Bonds	7,039,000 00	623,000 00
Notes and accounts payable.....	1,427,264 67	48,429 40
Reserves	544,968 23	16,001 14
Miscellaneous	44,100 95	3,155 67
Surplus	1,243,816 20	4,186 33
Total	\$25,799,150 05	\$1,495,672 54

TABLE No. 22

ABSTRACT OF BALANCE SHEETS OF ELECTRIC LIGHT.

	Southern Counties Gas Company.	Southern Sierra Power Company.
Date of balance sheet.....	Dec. 31, 1911	Dec. 31, 1911
Assets:		
Property assets	\$920,600 21	\$2,389,653 42
Franchises	473,347 90	
Treasury stock, bonds, and investments.....	905 26	
Cash	2,404 66	508 68
Notes and accounts receivable.....	21,810 51	6,181 37
Miscellaneous	3,320 37	179 08
Deficit		
Total	\$1,422,388 91	\$2,395,505 19
Liabilities:		
Capital stock	815,100 00	1,260,900 00
Bonds	542,500 00	1,020,000 00
Notes and accounts payable.....	62,469 76	112,365 80
Reserves		
Miscellaneous	577 87	58 12
Surplus	1,741 28	2,181 27
Total	\$1,422,388 91	\$2,395,505 19

—Continued.

GAS, AND POWER COMPANIES OF CALIFORNIA.

Santa Maria Electric and Gas Company.	Santa Maria Gas and Power Company.	Sierra and San Francisco Power Company.	Southern California Edison Company.	Southern California Gas Company.	
Dec. 31, 1911	Jan. 15, 1912	Dec. 31, 1911	Dec. 31, 1911	Dec. 31, 1911	
\$160,523 08	\$108,843 86	\$31,931,198 44	\$25,743,788 86	\$2,248,725 73	
111,800 00	30,851 50			6,466,962 95	
36,000 00	420,000 00	237,000 00	1,549,854 49	7,875,000 00	
1,576 46	2,476 59	797,636 74		530 00	
4,144 83	4,740 03	316,875 74	845,817 36	45,907 18	
1,227 20		1,704,167 39	63,177 63	195,805 94	
\$315,271 57	\$566,911 98	\$34,986,878 31	\$28,202,138 34	\$16,832,931 80	
123,500 00	250,000 00	20,000,000 00	11,900,000 00	10,000,000 00	
125,000 00	250,000 00	14,482,944 53	14,565,000 00	6,418,000 00	
46,121 54	21,663 96	70,851 09	612,134 60	235,869 06	
	3,014 14		620,641 26	50,081 38	
109 95		623 70	29,000 00	101,001 32	
20,540 06	42,233 88	432,458 99	475,362 48	27,980 04	
\$315,271 57	\$566,911 98	\$34,986,878 31	\$28,202,138 34	\$16,832,931 80	

—Continued.

GAS, AND POWER COMPANIES OF CALIFORNIA.

South Side Light and Power Company.	Surprise Valley Electric Light and Power Company. ¹	Truckee Electric Light and Power Company. ¹	The Truckee River General Electric Company.	The Truckee River General Electric Company. ¹	Tulare County Power Company.
May 31, 1912			Dec. 31, 1911		July 31, 1912
\$1,583,813 91			\$4,053,303 99		\$719,130 38
					6,828 62
			92,716 39		442,650 00
302 81			33,183 46		13,851 74
31,322 45			239,450 32		177,971 61
10,026 44			113,013 52		
2,427 23					
\$1,627,892 84			\$4,531,667 98		\$1,300,432 35
1,000,000 00			3,000,000 00		1,000,000 00
400,000 00					
219,892 84			945,371 47		179,123 81
			50,000 00		
8,000 00			4,108 68		6,919 00
			532,187 83		114,389 54
\$1,627,892 84			\$4,531,667 98		\$1,300,432 35

¹No report received.²Overdraft.

TABLE No. 22

ABSTRACT OF BALANCE SHEETS OF ELECTRIC LIGHT.

	Tuolumne Electric Company.	Tuolumne Transmission Company.
Date of balance sheet.....	Mar. 16, 1912	Jan. 1, 1912
Assets:		
Property assets	\$118,235 98	\$34,474 51
Franchises		
Treasury stock, bonds, and investments.....	209,833 75	3,611 11
Cash	681 99	279 40
Notes and accounts receivable.....		2,581 89
Miscellaneous	1,296 16	8,510 40
Deficit	64,760 84	
Total	\$394,258 72	\$49,457 31
Liabilities:		
Capital stock	270,248 25	
Bonds	74,511 10	
Notes and accounts payable.....	16,590 10	46,112 98
Reserves		
Miscellaneous	32,909 27	
Surplus		3,344 33
Total	\$394,258 72	\$49,457 31

TABLE No. 22

ABSTRACT OF BALANCE SHEETS OF ELECTRIC LIGHT.

	Vallejo Electric Light and Power Company.	Valley Gas and Fuel Company.
Date of balance sheet.....	Dec. 31, 1911	Dec. 31, 1911
Assets:		
Property assets	\$147,610 41	\$170,091 02
Franchises		500,000 00
Treasury stock, bonds, and investments.....		
Cash	270 85	154 16
Notes and accounts receivable.....	19,546 08	7,794 76
Miscellaneous		8,431 34
Deficit		20,450 86
Total	\$167,427 34	\$706,922 14
Liabilities:		
Capital stock	100,000 00	500,000 00
Bonds		
Notes and accounts payable.....	14,994 44	204,753 08
Reserves	13,247 01	
Miscellaneous		2,169 06
Surplus	39,185 89	
Total	\$167,427 34	\$706,922 14

—Continued.

GAS, AND POWER COMPANIES OF CALIFORNIA.

Turlock Gas Company.	Utiah Gas Company.	United Light and Power Company.	United Light, Fuel and Power Company.	United Water and Power Company of California. ¹	Universal Electric and Gas Company. ¹
June 30, 1912	May 1, 1912	May 31, 1912	Dec. 31, 1911	-----	-----
\$36,242 35	\$36,963 58	\$45,145 76	\$50,000 00	-----	-----
100 00	-----	7,990,200 00	-----	-----	-----
36,658 96	62 87	133 30	706 12	-----	-----
-----	598 71	1,308,779 59	-----	-----	-----
-----	7,498 94	76,172 23	1,000 00	-----	-----
1,998 69	-----	94,597 85	-----	-----	-----
\$75,000 00	\$45,139 10	\$9,510,028 73	\$51,706 12	-----	-----
75,000 00	38,521 00	5,979,663 00	25,000 00	-----	-----
-----	976 25	3,060,000 00	24,000 00	-----	-----
-----	5,641 51	438,631 43	-----	-----	-----
-----	34	31,734 30	2,706 12	-----	-----
\$75,000 00	\$45,139 10	\$9,510,028 73	\$51,706 12	-----	-----

¹No report received.

—Concluded.

GAS, AND POWER COMPANIES OF CALIFORNIA.

Ventura County Power Company.	Weaverville Electric Company.	Western Fuel, Gas and Power Company.	Western States Gas and Electric Company.	West Sacramento Electric Company. ¹	Yosemite Power Company.
Dec. 31, 1911	Dec. 31, 1911	Jan. 1, 1912	Dec. 31, 1911	-----	Dec. 31, 1911
\$1,409,931 88	\$14,325 25	\$97,385 31	\$8,292,552 71	-----	\$3,748,777 66
1,015,384 04	-----	-----	82,231 07	-----	-----
1,323,125 00	-----	5,184 41	46,076 60	-----	6,911 58
5,702 01	-----	4,127 68	129,350 05	-----	14,415 70
36,246 82	-----	-----	547,005 55	-----	1,517 93
22,518 00	-----	-----	-----	-----	-----
\$3,812,907 75	\$14,325 25	\$106,697 40	\$9,097,215 98	-----	\$3,771,622 87
2,500,000 00	10,000 00	-----	5,031,500 00	-----	2,050,300 00
1,027,500 00	-----	28,244 68	3,428,000 00	-----	1,700,000 00
152,691 06	-----	-----	259,905 38	-----	13,290 04
-----	-----	-----	49,370 18	-----	107 53
51,268 50	4,325 25	78,452 72	211,556 96	-----	911 00
81,448 19	-----	-----	116,883 46	-----	7,014 30
\$3,812,907 75	\$14,325 25	\$106,697 40	\$9,097,215 98	-----	\$3,771,622 87

¹No report received.

TABLE

ABSTRACT OF BALANCE SHEETS OF TELEPHONE

	Adelaide Rural Telephone Company.	Arizona, Cali- fornia and Nevada Telephone Company. ¹
Date of balance sheet.....	Dec. 31, 1911	
Assets:		
Property assets	\$1,524 76	
Franchises		
Treasury stock, bonds, and investments.....	3,443 00	
Cash		
Notes and accounts receivable.....		
Miscellaneous		
Deficit	32 24	
Total	\$5,000 00	
Liabilities:		
Capital stock	\$5,000 00	
Bonds		
Notes and accounts payable.....		
Reserves		
Miscellaneous		
Surplus		
Total	\$5,000 00	

TABLE No. 23

ABSTRACT OF BALANCE SHEETS OF TELEPHONE

	California Northern Tele- phone and Telegraph Company.	California and Oregon Telegraph Company.
Date of balance sheet.....	Dec. 31, 1911	Dec. 31, 1911
Assets:		
Property assets	\$56,239 35	\$36,745 06
Franchises	35,330 75	
Treasury stock, bonds, and investments.....		
Cash	101 16	714 75
Notes and accounts receivable.....	994 76	256 44
Miscellaneous	800 00	241 29
Deficit		
Total	\$93,466 02	\$37,957 54
Liabilities:		
Capital stock	85,007 00	36,700 00
Bonds		
Notes and accounts payable.....	7,457 51	
Reserves		
Miscellaneous		29 52
Surplus	1,001 51	1,228 02
Total	\$93,466 02	\$37,957 54

No. 23.

AND TELEGRAPH COMPANIES OF CALIFORNIA.

Alpaugh Telephone and Telegraph Company.	Barnickel, B. ¹	Bass and Rollison Telephone Company. ¹	Bodie and Hawthorne Telephone and Telegraph Company.	Butts, Wm. ¹	Cain, J. W. ¹
Mar. 30, 1912			Jan. 1, 1912		
\$1,267 00					
20 24			\$554 23		
\$1,287 24			\$554 23		
1,267 00					
20 24			222 00 332 23		
\$1,287 24			\$554 23		

¹No report received.

—Continued.

AND TELEGRAPH COMPANIES OF CALIFORNIA.

California Telephone and Light Company. ¹	Campo Seco Telephone Company. ¹	Chetco Southern Telephone Company.	Chinese Camp, Jamestown and Sonora Telegraph Company.	Clear Lake Consolidated Telephone and Telegraph Company.	Coachella Valley Home Telephone and Telegraph Company.
		July 1, 1911	Dec. 31, 1911	Oct. 31, 1911	Apr. 30, 1912
		\$5,005 13	\$1,200 00	\$294,489 04	\$13,000 42
		31 77		341,100 00	
		1,081 75		2,206 14	89 07
		3,149 76		10,771 61	940 80
				458 07	1,769 18
		\$9,268 41	\$1,200 00	\$649,024 86	\$15,799 47
		5,000 00	1,200 00	300,000 00	11,110 00
		647 80		300,000 00	
				43,390 39	3,523 71
		2,993 17		1,393 00	
		627 44		4,241 47	1,165 76
		\$9,268 41	\$1,200 00	\$649,024 86	\$15,799 47

¹No report received.

TABLE No. 23

ABSTRACT OF BALANCE SHEETS OF TELEPHONE

	Colusa County Telephone Company. ¹	Consolidated Utilities Company.
Date of balance sheet.....		Jan. 1, 1912
Assets:		
Property assets		\$51,182 19
Franchises		
Treasury stock, bonds, and investments.....		
Cash		
Notes and accounts receivable.....		38 50
Miscellaneous		219 60
Deficit		
Total		\$51,440 29
Liabilities:		
Capital stock		33,200 00
Bonds		
Notes and accounts payable.....		11,350 60
Reserves		
Miscellaneous		873 13
Surplus		6,017 16
Total		\$51,440 29

¹No report received.

TABLE No. 23

ABSTRACT OF BALANCE SHEETS OF TELEPHONE

	Eckel, T. L. ¹	Eel River and Southern Telephone Company.
Date of balance sheet.....		Dec. 31, 1911
Assets:		
Property assets		\$11,482 20
Franchises		
Treasury stock, bonds, and investments.....		
Cash		585 01
Notes and accounts receivable.....		59 20
Miscellaneous		
Deficit		
Total		\$12,126 41
Liabilities:		
Capital stock		10,550 00
Bonds		
Notes and accounts payable.....		
Reserves		
Miscellaneous		15 50
Surplus		1,560 91
Total		\$12,126 41

¹No report received.

—Continued.

AND TELEGRAPH COMPANIES OF CALIFORNIA.

Danner Co., J. C. ¹	Delano Linna Valley Telephone Company.	Del Norte Peoples Telephone Company.	Dos Palos Telephone Company.	Downey Home Telephone and Telegraph Company.	Ducor, California, Hot Springs Telephone and Telegraph Company.
-----	Aug. 14, 1912	May 31, 1912	May 1, 1912	Dec. 31, 1911	Aug. 1, 1912
-----	\$2,622 32	\$9,442 50	\$4,680 08	\$47,242 20	\$4,057 45
-----	102 68	341 09	121 20	689 53	6,500 00
-----	-----	347 07	-----	201 40	15 00
-----	-----	837 98	-----	171 04	102 15
-----	\$2,725 00	\$10,968 64	\$4,801 28	\$48,304 17	\$10,674 80
-----	2,025 00	7,942 50	4,045 00	25,000 00	10,000 00
-----	700 00	1,976 77	-----	15,000 00	-----
-----	-----	-----	-----	1,190 77	560 00
-----	-----	-----	-----	708 38	-----
-----	-----	1,049 37	756 28	6,410 02	114 60
-----	\$2,725 00	\$10,968 64	\$4,801 28	\$48,304 17	\$10,674 80

—Continued.

AND TELEGRAPH COMPANIES OF CALIFORNIA.

Farmers Union Telephone Company of Turlock.	Federal Telegraph Company.	Fowler Independent Telephone Company. ¹	Gilroy Telephone Company.	Glenn County Telephone Company.	Healdsburg Telephone Company.
July 1, 1912	Dec. 31, 1911	-----	Mar. 31, 1912	Jan. 1, 1912	Oct. 31, 1911
\$1,775 00	\$173,094 36	-----	\$13,533 37	\$75,625 42	\$30,560 83
500 00	-----	-----	-----	30,000 00	-----
172 78	1,069 83	-----	143 73	1,079 58	29,700 00
128 46	4,859 51	-----	58 75	-----	671 07
28 40	2,474 19	-----	-----	22,952 34	4,594 80
-----	55,446 22	-----	-----	-----	55 21
\$2,604 64	\$236,944 11	-----	\$13,735 85	\$129,657 34	\$65,581 91
-----	100,000 00	-----	-----	93,205 00	50,000 00
2,090 70	136,765 18	-----	8,600 00	30,640 23	12,103 86
35 00	178 93	-----	4,032 52	-----	-----
478 94	-----	-----	1,103 33	5,812 11	3,478 05
\$2,604 64	\$236,944 11	-----	\$13,735 85	\$129,657 34	\$65,581 91

TABLE No. 23

ABSTRACT OF BALANCE SHEETS OF TELEPHONE

	Home Telephone and Telegraph Company of Los Angeles	Home Telephone Company of Colusa County.
Date of balance sheet.....	Dec. 31, 1911	Dec. 31, 1911
Assets:		
Property assets	\$7,905,110 91	\$1,050 00
Franchises		
Treasury stock, bonds, and investments.....	1,300,700 00	
Cash	120,871 88	552 88
Notes and accounts receivable.....	41,905 63	
Miscellaneous	2,117,824 79	
Deficit		
Total	\$11,486,413 21	\$1,602 88
Liabilities:		
Capital stock	6,000,000 00	650 00
Bonds	4,532,000 00	
Notes and accounts payable.....	631,121 69	
Reserves	160,330 96	
Miscellaneous	157,939 05	416 00
Surplus	5,021 51	536 88
Total	\$11,486,413 21	\$1,602 88

TABLE No. 23

ABSTRACT OF BALANCE SHEETS OF TELEPHONE

	Inch. Shelley.	Imperial Telephone Company.
Date of balance sheet.....	July 12, 1912	June 30, 1911
Assets:		
Property assets	\$9,122 40	\$52,336 35
Franchises		15,000 00
Treasury stock, bonds, and investments.....		400 00
Cash	496 45	408 21
Notes and accounts receivable.....	69 75	3,266 62
Miscellaneous	88 50	82 07
Deficit		
Total	\$9,777 10	\$71,493 25
Liabilities:		
Capital stock		25,000 00
Bonds		10,000 00
Notes and accounts payable.....	4,984 64	5,169 76
Reserves		
Miscellaneous		100 42
Surplus	4,792 46	31,223 07
Total	\$9,777 10	\$71,493 25

¹No report received.

—Continued.

AND TELEGRAPH COMPANIES OF CALIFORNIA.

Home Telephone Company of Covina.	Home Telephone and Telegraph Company of Pasadena.	Home Telephone and Telegraph Company of Santa Barbara.	Home Telephone and Telegraph Company of Santa Barbara County.	Home Telephone and Telegraph Company of Corona.	Huntington Beach Company.
Dec. 31, 1911	Dec. 31, 1911	Apr. 30, 1911	Apr. 30, 1911	Jan. 1, 1912	Dec. 31, 1911
\$137,490 51 3,000 00	\$983,513 06 210,725 00	\$341,077 53	\$137,629 74	\$82,450 00	\$10,366 42
----- 50 00 28 92 1,557 88	----- 6,144 63 2,902 20 2,560 78	----- 156,229 32 2,769 68 ----- 88,403 94	----- 27,300 00 ----- 226,835 47	----- 16,102 50 989 18 549 42 ----- 946 11	----- ----- ----- ----- 1 82
\$142,127 31	\$1,205,845 67	\$588,480 47	\$391,765 21	\$100,987 21	\$10,368 24
74,217 66 40,600 00 13,277 82	516,000 00 491,000 00 13,500 00	220,000 00 200,000 00 21,948 32	200,000 00 176,000 00 15,000 00	50,000 00 50,000 00 987 21	----- ----- -----
----- 3,039 19 10,992 64	----- 42,792 00 18,905 60 123,648 07	----- 99,484 33 47,047 82	----- 765 21	----- -----	----- 10,368 24
\$142,127 31	\$1,205,845 67	\$588,480 47	\$391,765 21	\$100,987 21	\$10,368 24

—Continued.

AND TELEGRAPH COMPANIES OF CALIFORNIA.

Inyo Telephone Company.	Klamath Telephone and Telegraph Company.	Kerman Telephone Company.	Lindsay Home Telephone and Telegraph Company.	Los Gatos Telephone Company.	Lost Hills Telephone and Telegraph Company.
Dec. 31, 1911	Dec. 31, 1911	Dec. 31, 1911	Dec. 15, 1911	Feb. 29, 1912	Dec. 31, 1911
\$37,248 10	\$18,359 43	\$9,315 24	\$15,284 00	\$21,323 00	\$25,000 00 50,000 00
18,950 00 172 81 2,870 89 529 49	----- 179 36 173 47	27,197 35 98 16 1,155 05 426 59	16,916 00 ----- ----- -----	307 31 ----- 257 22	----- ----- 127 12 206 21
\$59,771 29	\$18,712 26	\$38,192 39	\$32,200 00	\$21,887 53	\$75,333 33
50,000 00	15,000 00	35,000 00	25,000 00	19,550 00	50,000 00 25,000 00
762 64 4,550 00 2,139 48 2,319 17	1,225 11 ----- 2,487 15	2,011 87 ----- 590 58 589 94	7,200 00 ----- ----- -----	1,000 00 ----- 297 22 1,040 31	----- ----- 333 33
\$59,771 29	\$18,712 26	\$38,192 39	\$32,200 00	\$21,887 53	\$75,333 33

TABLE No. 23

ABSTRACT OF BALANCE SHEETS OF TELEPHONE

	Latour, Mrs. Mary A. ¹	Monrovia Telephone and Telegraph Company.
Date of balance sheet.....		Dec. 31, 1911
Assets:		
Property assets		\$96,513 30
Franchises		10,075 00
Treasury stock, bonds, and investments.....		32,000 00
Cash		
Notes and accounts receivable.....		950 30
Miscellaneous		
Deficit		2,328 62
Total		\$141,867 22
Liabilities:		
Capital stock		100,000 00
Bonds		25,000 00
Notes and accounts payable.....		4,849 17
Reserves		11,391 05
Miscellaneous		627 00
Surplus		
Total		\$141,867 22

¹No report received.

TABLE No. 23

ABSTRACT OF BALANCE SHEETS OF TELEPHONE

	Ontario and Upland Telephone Company.	Otto, Geo. ¹
Date of balance sheet.....	May 31, 1912	
Assets:		
Property assets	\$169,394 83	
Franchises		
Treasury stock, bonds, and investments.....		
Cash	870 59	
Notes and accounts receivable.....	3,646 56	
Miscellaneous	244 54	
Deficit	276 08	
Total	\$174,432 60	
Liabilities:		
Capital stock	100,000 00	
Bonds		
Bonds and accounts payable.....	74,432 60	
Reserves		
Miscellaneous		
Surplus		
Total	\$174,432 60	

¹No report received.

—Continued.

AND TELEGRAPH COMPANIES OF CALIFORNIA.

Montague Butte Valley Telephone Company. ¹	North Western Long Distance Telephone Company. ¹	Nevada, Cali- fornia and Ore- gon Telephone and Telegraph Company.	New Freeport Telephone and Telegraph Company.	Northern Trinity Telephone and Telegraph Company. ¹	Ornard Home Telephone Company.
		Dec. 31, 1911	Dec. 31, 1911		Dec. 31, 1911
		\$77,603 50	\$37,273 41		\$120,349 52
		128,160 00			
		394 55	515 97		
			3,409 91		618 80
			952 87		
		1,943 55			
		\$208,101 60	\$42,152 16		\$120,968 32
		200,000 00	20,500 00		75,000 00
		5,724 22	8,000 00		41,500 00
					3,363 69
		2,377 38	1,498 40		1,104 63
			12,153 76		
		\$208,101 60	\$42,152 16		\$120,968 32

—Continued.

AND TELEGRAPH COMPANIES OF CALIFORNIA.

Paso Robles and Shandon Telephone Company.	Pomona Valley Tele- phone and Telegraph Union.	Postal Telegraph Cable Company.	Pacific Coast Telephone Company. ¹	Pacific Tele- phone and Telegraph Company.	Placer County Telephone Company. ¹
June 30, 1912	Jan. 1, 1912	Dec. 31, 1911		Dec. 31, 1911	
\$4,780 00	\$115,493 55	\$100,000 00		\$60,765,393 33	
5,820 00	12,949 79			16,088,347 69	
	3,211 60	28,936 98		809,182 45	
	270 00	19,395 54		4,131,232 34	
	3,388 54	62,758 30		3,420,163 49	
		57,927 32			
\$10,600 00	\$135,313 48	\$266,958 14		\$85,214,319 30	
10,000 00	50,000 00	100,000 00		36,350,000 00	
600 00	14,000 00			33,445,000 00	
	59,972 81	166,958 14		7,472,848 28	
				5,990,424 58	
	11,340 67			477,066 39	
				1,478,980 06	
\$10,600 00	\$135,313 48	\$266,958 14		\$85,214,319 30	

TABLE No. 23

ABSTRACT OF BALANCE SHEETS OF TELEPHONE

	Redding, Ingot and Wengler Telephone Company. ¹	Redlands Home Tele- phone and Telegraph Company.
Date of balance sheet.....		Dec. 31, 1911
Assets:		
Property assets		\$222,746 63
Franchises		
Treasury stock, bonds, and investments.....		
Cash		
Notes and accounts receivable.....		
Miscellaneous		
Deficit		
Total		\$222,746 63
Liabilities:		
Capital stock		100,000 00
Bonds		100,000 00
Notes and accounts payable.....		22,746 63
Reserves		
Miscellaneous		
Surplus		
Total		\$222,746 63

¹No report received.

TABLE No. 23

ABSTRACT OF BALANCE SHEETS OF TELEPHONE

	San Gabriel Valley Home Telephone Company.	Santa Monica Bay Home Telephone Company.
Date of balance sheet.....	June 30, 1911	Mar. 31, 1912
Assets:		
Property assets	\$157,065 49	\$233,200 07
Franchises		
Treasury stock, bonds, and investments.....	192,500 00	
Cash	355 84	157 80
Notes and accounts receivable.....	934 17	2,806 71
Miscellaneous	8,155 98	163,412 18
Deficit		
Total	\$359,010 98	\$399,576 76
Liabilities:		
Capital stock	200,000 00	175,500 00
Bonds	150,000 00	185,000 00
Notes and accounts payable.....	3,668 33	25,615 31
Reserves		6,719 52
Miscellaneous	5,342 65	386 91
Surplus		6,355 02
Total	\$359,010 98	\$399,576 76

—Continued.

AND TELEGRAPH COMPANIES OF CALIFORNIA.

Riverside Home Telephone and Telegraph Company.	Redondo Home Telephone Company.	Rio Vista Telephone Company.	Roseville Home Telephone Company.	San Diego Home Telephone Company.	San Fernando Valley Home Telephone Company.
Nov. 1, 1911	Dec. 31, 1911	June 30, 1912	Jan. 1, 1912	Mar. 31, 1912	Dec. 31, 1911
\$296,345 01 157 75	\$71,333 30	\$3,982 69	\$5,194 54	\$862,564 41	\$45,387 59
104 55		25,850 00 217 31	15 62	1,554,800 00 11,088 00	1,219 73
1,068 06 10,433 74	951 93		288 19 535 89	63 81 707,276 24	
\$308,109 11	\$72,285 23	\$30,000 00	\$6,033 75	\$3,185,792 46	\$46,607 32
276,000 00 19,568 90	40,000 00 28,500 00 2,961 46	30,000 00	4,570 00 1,079 36	1,500,000 00 1,500,000 00 11,800 00	5,000 00 40,000 00 1,500 00
12,540 21	823 77		286 47 97 92	7,217 67 116,774 78	107 32
\$308,109 11	\$72,285 23	\$30,000 00	\$6,033 75	\$3,185,792 45	\$46,607 32

—Continued.

AND TELEGRAPH COMPANIES OF CALIFORNIA.

Starkton Telephone Company.	Sierra Madre Telephone and Telegraph Company.	Sierra Telegraph Company.	Smeltzer Home Telephone and Telegraph Company.	Southwestern Home Telephone Company.	Sunland Rural Telephone Company.
Dec. 13, 1911	Dec. 31, 1911	Dec. 31, 1911	Dec. 1, 1911	June 30, 1912	Dec. 31, 1911
\$13,500 00	\$24,179 89 5,000 00	\$12,400 00	\$18,895 61	\$486,453 68	\$2,110 40
655 00	319 26		374 40 169 33 5,094 37	357,219 90 3,741 98 6,802 90 17,937 13	49 50 4 20
\$14,155 00	\$29,499 15	\$12,400 00	\$24,033 71	\$872,155 59	\$2,164 10
10,000 00 500 00	16,400 00 8,773 53	12,400 00	4,295 00 4,547 38	401,119 50 318,000 00 109,440 34 2,677 54 11,742 41 29,175 80	1,978 00 110 09 76 01
3,655 00	4,325 62		15,191 83		
\$14,155 00	\$29,499 15	\$12,400 00	\$24,033 71	\$872,155 59	\$2,164 10

TABLE No. 23

ABSTRACT OF BALANCE SHEETS OF TELEPHONE

	San Diego Telephone Herald Company. ¹	Santa Paula Home Telephone Company.
Date of balance sheet.....		Dec. 31, 1911
Assets:		
Property assets		\$95,058 93
Franchises		
Treasury stock, bonds, and investments.....		
Cash		
Notes and accounts receivable.....		709 90
Miscellaneous		
Deficit		
Total		\$95,768 83
Liabilities:		
Capital stock		60,000 00
Bonds		33,000 00
Notes and accounts payable.....		1,977 76
Reserves		
Miscellaneous		791 07
Surplus		
Total		\$95,768 83

¹No report received.²No liabilities reported.

TABLE No. 23

ABSTRACT OF BALANCE SHEETS OF TELEPHONE

	United States Long Distance Telephone and Telegraph Company.	Upper Dry Creek Telephone Company.
Date of balance sheet.....	Dec. 31, 1911	Dec. 31, 1911
Assets:		
Property assets	\$3,806,668 51	\$3,270 00
Franchises		
Treasury stock, bonds, and investments.....	62,000 00	
Cash	12,946 61	66 14
Notes and accounts receivable.....	34,269 58	226 33
Miscellaneous	1,175 55	
Deficit		
Total	\$3,917,060 25	\$3,562 47
Liabilities:		
Capital stock	3,000,000 00	2,752 00
Bonds	680,000 00	
Notes and accounts payable.....	5,909 66	191 30
Reserves	36,766 63	
Miscellaneous	28,015 77	
Surplus	156,368 19	619 17
Total	\$3,917,060 25	\$3,562 47

¹No report received.

—Continued.

AND TELEGRAPH COMPANIES OF CALIFORNIA.

Shaw, H. C. ¹	Tulare Home Telephone and Telegraph Company.	Turlock Home Telephone and Telegraph Company.	Tehama County Telephone Company. ²	Tower, J. A. ¹	Union Home Telephone and Telegraph Corporation.
-----	Jan. 1, 1912	Dec. 31, 1911	Apr. 1, 1912	-----	Aug. 1, 1912
-----	\$15,669 95	\$15,000 00	\$70,000 00	-----	\$6,759,654 45
-----	6,037 47	-----	-----	-----	291,086 44
-----	729 93	-----	-----	-----	924 62
-----	4,519 07	-----	-----	-----	277,306 31
-----	-----	1,800 00	-----	-----	12,236 26
-----	-----	-----	-----	-----	155,027 32
-----	\$26,956 42	\$16,800 00	\$70,000 00	-----	\$7,496,235 40
-----	25,000 00	15,000 00	-----	-----	6,051,000 00
-----	1,549 58	1,800 00	-----	-----	1,343,500 00
-----	402 64	-----	-----	-----	23,200 00
-----	4 20	-----	-----	-----	78,535 40
-----	\$26,956 42	\$16,800 00	-----	-----	\$7,496,235 40

—Concluded.

AND TELEGRAPH COMPANIES OF CALIFORNIA.

Western Union Telegraph Company.	Whittier Home Telephone and Telegraph Company.	Willits Telephone and Telegraph Company.	Wood, L. N. ¹	Wrigglesworth, Jas. ¹
June 30, 1911	Dec. 31, 1911	Dec. 31, 1911	-----	-----
\$139,955,703 17	\$136,371 89	\$5,917 47	-----	-----
28,032,653 96	4,489 06	-----	-----	-----
1,599,488 57	231 49	612 88	-----	-----
5,078,835 41	2,244 40	-----	-----	-----
1,193,462 30	1,200 51	-----	-----	-----
-----	-----	-----	-----	-----
\$175,860,143 41	\$144,537 35	\$6,530 35	-----	-----
103,680,443 49	60,000 00	4,500 00	-----	-----
40,584,000 00	58,400 00	-----	-----	-----
6,588,153 00	4,403 72	189 75	-----	-----
2,510,289 64	-----	-----	-----	-----
12,382,901 30	1,440 00	-----	-----	-----
10,114,355 98	20,293 63	1,840 60	-----	-----
-----	-----	-----	-----	-----
\$175,860,143 41	\$144,537 35	\$6,530 35	-----	-----

PART VII.

Laws and Rules.

Assembly Constitutional Amendment No. 6.

Statutes of 1911.

CHAPTER 53.

A resolution proposing to the people of the State of California an amendment to section twenty-two of article twelve of the constitution of the State of California creating a railroad commission and defining its powers and duties.

[Filed with Secretary of State March 24, 1911.]

The legislature of the State of California, at its regular session, commencing on the second day of January, one thousand nine hundred and eleven, two thirds of all the members elected to each of the two houses of said legislature voting in favor thereof, hereby proposes to the people of the State of California that section twenty-two of article XII of the constitution of the State of California be amended so as to read as follows:

Section 22. There is hereby created a railroad commission which shall consist of five members and which shall be known as the railroad commission of the State of California. The commission shall be appointed by the governor from the state at large; *provided*, that the legislature, in its discretion, may divide the state into districts for the purpose of such appointments, said districts to be as nearly equal in population as practicable; *and provided further*, that the three commissioners in office at the time this section takes effect shall serve out the term for which they were elected, and that two additional commissioners shall be appointed by the governor immediately after the adoption of this section, to hold office during the same term. Upon the expiration of said term, the term of office of each commissioner thereafter shall be six years, except the commissioners first appointed hereunder after such expiration, one of whom shall be appointed to hold office until January 1, 1917, two until January 1, 1919, and two until January 1, 1921. Whenever a vacancy in the office of commissioner shall occur, the governor shall forthwith appoint a qualified person to fill the same for the unexpired term. Commissioners appointed for regular terms shall, at the beginning of the term for which they are appointed, and those appointed to fill vacancies, shall, immediately upon their appointment, enter upon the duties of their offices. The legislature shall fix the salary of the commissioners, but pending such action the salaries of the commissioners, their officers and employees shall remain as now fixed by law.

The legislature shall have the power, by a two-thirds vote of all members elected to each house, to remove any one or more of said commissioners from office for dereliction of duty or corruption or incompetency. All of said commissioners shall be qualified electors of this state, and no person in the employ of or holding any official relation to any person, firm or corporation, which said person, firm or corporation is subject to regulation by said railroad commission and no person owning stock or bonds of any such corporation or who is in any manner pecuniarily interested therein, shall be appointed to or hold the office of railroad commissioner. No vacancy in the commission shall impair the right of the remaining commissioners to exercise all the powers of the commission. The act of a majority of the commissioners when in session as a board shall be deemed to be the act of the commission; but any investigation, inquiry or hearing which the commission has power to undertake or to hold may be undertaken or held by or before any commissioner designated for the purpose by the commission, and every order made by a commissioner so designated, pursuant to such inquiry, investigation or hearing, when approved or confirmed by the commission ordered filed in its office, shall be deemed to be the order of the commission.

Said commission shall have the power to establish rates of charges for the transportation of passengers and freight by railroads and other transportation companies, and no railroad or other transportation company shall charge or demand or collect or receive a greater or less or different compensation for such transportation of passengers or freight, or for any service in connection therewith, between the points named in any tariff of rates established by said commission than the rates, fares and charges which are specified in such tariff. The commission shall have the further power to examine books, records and papers of all railroad and other transportation companies; to hear and determine complaints against railroad and other transportation companies; to issue subpoenas and all necessary process and send for persons and papers; and the commission and each of the commissioners shall have the power to administer oaths, take testimony and punish for contempt in the same manner and to the same extent as courts of record; the commission may prescribe a uniform system of accounts to be kept by all railroad and other transportation companies.

No provision of this constitution shall be construed as a limitation upon the authority of the legislature to confer upon the railroad commission additional powers of the same kind or different from those conferred herein which are not inconsistent with the powers conferred upon the railroad commission in this constitution, and the authority of the legislature to confer such additional powers is expressly declared to be plenary and unlimited by any provision of this constitution.

The provisions of this section shall not be construed to repeal in whole or in part any existing law not inconsistent herewith, and the "Railroad Commission Act" of this state approved February 10, 1911, shall be construed with reference to this constitutional provision and any other constitutional provision becoming operative concurrently herewith. And the said act shall have the same force and effect as if the same had been passed after the adoption of this provision of the constitution and of all other provisions adopted concurrently herewith, except that the three commissioners referred to in said act shall be held and construed to be the five commissioners provided for herein.

Assembly Constitutional Amendment No. 50.

Statutes of 1911.

CHAPTER 52.

A resolution to propose to the people of the State of California an amendment to sections twenty and twenty-one of article twelve of the constitution of the State of California relating to railroads and other transportation companies.

[Filed with Secretary of State March 24, 1911.]

The legislature of the State of California at its regular session commencing on the second day of January, one thousand nine hundred and eleven, two thirds of all the members elected to each of the two houses of said legislature voting in favor thereof hereby proposes the following amendment to article twelve of the constitution of the State of California.

First. Section twenty of article XII is hereby amended to read as follows:

Section 20. No railroad or other transportation company shall raise any rate of charge for the transportation of freight or passengers or any charge connected therewith or incidental thereto, under any circumstances whatsoever, except upon a showing before the railroad commission provided for in this constitution, that such increase is justified, and the decision of the said commission upon the showing so made shall not be subject to review by any court except upon the question whether such decision of the commission will result in confiscation of property.

Second. Section twenty-one of article XII is hereby amended to read as follows:

Section 21. No discrimination in charges or facilities for transportation shall be made by any railroad or other transportation company between places or persons, or in the facilities for the transportation of the same classes of freight or passengers within this state. It shall be unlawful for any railroad or other transportation company to charge or receive any greater compensation in the aggregate for the transportation of passengers or of like kind of property for a shorter than for a longer distance over the same line or route in the same direction, the shorter being included within the longer distance, or to charge any greater compensation as a through rate than the aggregate of the intermediate rates. *Provided, however,* that upon application to the railroad commission provided for in this constitution such company may, in special cases, after investigation, be authorized by such commission to charge less for longer than for shorter distances for the transportation of

persons or property and the railroad commission may from time to time prescribe the extent to which such company may be relieved from the prohibition to charge less for the longer than for the shorter haul. The railroad commission shall have power to authorize the issuance of excursion and commutation tickets at special rates.

Nothing herein contained shall be construed to prevent the railroad commission from ordering and compelling any railroad or other transportation company to make reparation to any shipper on account of the rates charged to said shipper being excessive or discriminatory, provided no discrimination will result from such reparation.

State Constitutional Amendment No. 47.

Statutes of 1911.

CHAPTER 60.

A resolution proposing to the people of the State of California an amendment to section twenty-three of article XII of the constitution of the State of California, to confer upon the railroad commission power and jurisdiction to regulate and control the business of furnishing certain commodities and performing certain services to or for the public.

[Filed with Secretary of State March 28, 1911.]

The legislature of the State of California, at its regular session commencing on the second day of January, one thousand nine hundred and eleven, two thirds of all of the members elected to each of the two houses of said legislature voting in favor thereof, hereby proposes to the people of the State of California that section twenty-three of article XII of the constitution of the State of California be amended so as to read as follows:

Section 23. Every private corporation, and every individual or association of individuals, owning, operating, managing, or controlling any commercial railroad, interurban railroad, street railroad, canal, pipe line, plant, or equipment, or any part of such railroad, canal, pipe line, plant or equipment within this state, for the transportation or conveyance of passengers, or express matter, or freight of any kind, including crude oil, or for the transmission of telephone or telegraph messages, or for the production, generation, transmission, delivery or furnishing of heat, light, water or power, or for the furnishing of storage or wharfage facilities, either directly or indirectly to or for the public, and every common carrier, is hereby declared to be a public utility subject to such control and regulation by the railroad commission as may be provided by the legislature, and every class of private corporations, individuals, or associations of individuals hereafter declared by the legislature to be public utilities shall likewise be subject to such control and regulation. The railroad commission shall have and exercise such power and jurisdiction to supervise and regulate public utilities in the State of California, and to fix the rates to be charged for commodities furnished or services rendered by public utilities as shall be conferred upon it by the legislature, and the right of the legislature to confer powers upon the railroad commission respecting public utilities is hereby declared to be plenary and to be unlimited by any provision of this constitution.

From and after the passage by the legislature of laws conferring

powers upon the railroad commission respecting public utilities, all powers respecting such public utilities vested in boards of supervisors, or municipal councils, or other governing bodies of the several counties, cities and counties, cities and towns, in this state, or in any commission created by law and existing at the time of the passage of such laws, shall cease so far as such powers shall conflict with the powers so conferred upon the railroad commission; *provided, however*, that this section shall not affect such powers of control over any public utility vested in any city and county, or incorporated city or town as, at an election to be held pursuant to laws to be passed hereafter by the legislature, a majority of the qualified electors voting thereon of such city and county, or incorporated city or town, shall vote to retain, and until such election such powers shall continue unimpaired; but if the vote so taken shall not favor the continuation of such powers, they shall thereafter vest in the railroad commission as provided by law; *and provided, further*, that where any such city and county or incorporated city or town shall have elected to continue any powers respecting public utilities, it may, by vote of a majority of its qualified electors voting thereon, thereafter surrender such powers to the railroad commission in the manner to be prescribed by the legislature; or if such municipal corporation shall have surrendered any powers to the railroad commission, it may, by like vote, thereafter reinvest itself with such power. Nothing in this section shall be construed as a limitation upon any power conferred upon the railroad commission by any provision of this constitution now existing or adopted concurrently herewith.

Railroad Commission Act of 1911.

Statutes of 1911.

CHAPTER 20.

An act to provide for the organization of the railroad commission, to define its powers and duties and the powers and duties of railroad and other transportation companies, their officers, agents and employees, and the rights, duties and remedies of shippers and to define offenses by shippers and railroad and other transportation companies, their officers, agents and employees and other persons, and providing penalties for such offenses, and making an appropriation for the purpose of carrying out the provisions of this act, and also repealing an act entitled "An act providing for the organization of the railroad commission of the State of California, defining its powers and duties and the powers and duties of transportation companies, their officers and employees, and defining offenses by transportation companies, their officers, employees and other persons, and providing penalties therefor; and repealing an act entitled 'An act to create the office of commissioner of transportation, and to define its powers and duties; to fix the maximum charges for transporting passengers and freight on certain railroads, and to prevent extortion and unjust discrimination therein,' approved April 1, 1878, and also repealing an act entitled 'An act to organize and define the powers of the board of railroad commissioners,' approved April 15, 1880," approved March 20, 1909; also repealing an act entitled "An act requiring persons, corporations, receivers or trustees operating lines of railway to furnish cars for shipment of freight upon written application from shippers of freight and providing a penalty and damages to be paid by such persons, corporations, receivers or trustees to shippers for failure to do so and providing a penalty and damages to be paid to persons, corporations, receivers or trustees operating such railway lines by the applicant or shipper for failure to load or unload cars so furnished," approved April 20, 1909; also repealing all acts or parts of acts inconsistent with the provisions of this act.

[Approved February 10, 1911.]

The people of the State of California, represented in senate and assembly, do enact as follows:

SECTION 1. The three persons elected railroad commissioners pursuant to the provisions of section 22 of article XII of the constitution

of this state, constitute and shall be known and designated as the railroad commission of the State of California. They shall have power to elect one of their number president of the commission, and to appoint a secretary and an assistant secretary, and to employ a stenographer, and a rate expert, and such other assistants as shall be necessary to the performance of their duties. They shall also have power to employ an attorney at an annual salary not exceeding five thousand dollars, and it shall be the duty of said attorney to appear for the commission in any and all suits and proceedings which he shall be requested by the commission to institute and prosecute, and in all suits and proceedings to which the commission is a party, and to perform such other duties as the commission shall require.

SEC. 2. The salary of each commissioner shall be six thousand dollars per annum. The salary of the secretary shall be three thousand six hundred dollars per annum. The salary of the assistant secretary shall be eighteen hundred dollars per annum. The salary of the stenographer shall be twelve hundred dollars per annum. The salary of the rate expert shall be three thousand dollars per annum. The secretary, assistant secretary, stenographer and rate expert shall be civil executive officers and their salaries shall be paid in the same manner as are the salaries of other state officers. The compensation of all employees of the commission shall be fixed by the commission and shall be paid monthly from the funds appropriated for the use of the commission upon claims therefor to be audited by the board of examiners. All expenses incurred by the commission pursuant to the provisions of this act including the necessary traveling expenses of the commission, the officers of the commission and their employees incurred while on business of the commission after being approved by the commission shall be paid from the funds appropriated for the use of the commission upon claims to be audited by the board of examiners. From the funds appropriated for the use of the commission, the commission may expend two hundred dollars per month for office rent, and two hundred dollars per month for fuel, lights, postage, expressage, subscriptions to publications and other incidental expenses.

SEC. 3. The commissioners and the persons in their official employment, shall, when in the performance of their official duties, have the right to pass, free of charge, on all railroads, steamers, ships, vessels and boats, and on all vehicles employed on or by any railroad or other transportation company engaged in the transportation of freight or passengers within this state. The commission may issue to each commissioner, and to each officer and employee of the commission, a certificate setting forth the official capacity of the bearer; said certificate

shall be signed by the president of the commission, and attested by the secretary thereof, under the seal of the commission. On the presentation of said certificate, said commissioner or officer or employee shall have the right to pass, free of charge, on any train, steamer, ship, vessel or boat, and on all vehicles employed on or by any railroad or other transportation company engaged in the transportation of freight or passengers between points within this state, and the bearer of said certificate shall not be denied the right to travel upon any train or vehicle employed on or by any railroad or other transportation company engaged in the transportation of freight or passengers between points within this state, on the presentation of such certificate, whether such vehicle or train be used for the transportation of freight or passengers, and regardless of the class of said vehicle or train.

SEC. 4. The office of the commission shall be in the city and county of San Francisco. Said office shall always be open, legal holidays and non-judicial days excepted. The commission shall hold its sessions at least once a month in said city and county of San Francisco, and at such other times and other places within this state as may be expedient and necessary for the proper performance of its duties. For the purpose of holding sessions in places other than the city and county of San Francisco, the commission shall have power to rent quarters or offices, and the expenses of said quarters or offices shall be paid as other incidental expenses of said commission. The sessions of the commission shall be public.

SEC. 5. The commission shall have a seal which shall have the following inscription surrounding it: railroad commission State of California. The seal shall be affixed to all writs and authentications of copies of records, and to such other instruments as the commission shall determine. All courts shall take judicial notice of such seal.

SEC. 6. The process issued by the commission shall extend to all parts of the state. The commission shall have power to issue writs of summons, subpoenas, warrants of attachment, warrants of commitment and all necessary process in proceedings for contempt, in the like manner and to the same extent as courts of record. The summons shall direct the defendant or respondent to appear and answer within fifteen days from the day of service. All process issued by the commission may be served in any county in this state by any person authorized to serve process of courts of record, or by any person designated for that purpose by the commission.

SEC. 7. The secretary of the commission shall issue all process, writs, warrants and notices required to be issued, and do and perform such other duties as the commission may prescribe. The assistant

secretary shall have all the power conferred by law upon peace officers to carry weapons, make arrests and serve warrants and other process in any county or city and county of the state.

SEC. 8. All complaints before the commission shall be in writing, and if the commission shall so direct, under oath. All orders and decisions shall be in writing, and the grounds of the decisions shall be stated. A record of the proceedings of the commission shall be kept, and the evidence of persons appearing before it or before any member thereof shall be preserved; and for the purpose of reporting and transcribing the proceedings the commission shall have power to employ and fix the compensation of the necessary stenographic reporters, and the payment for their services shall be paid as other contingent expenses of the commission. The orders and decisions of the commission shall be published annually.

SEC. 9. All railroad and other transportation companies, owned or operated by any individual, company, corporation, lessee, trustee, receiver, partnership or association are hereby declared to be common carriers, and under the jurisdiction, supervision and control of the commission and subject to the provisions of this act.

SEC. 10. The terms "railroad" and "railroad company," as used in this act, shall be deemed and held to mean and include all commercial and interurban railroads, and shall include all bridges, ferries, switches, spurs, tracks, terminal facilities of every kind, freight and passenger depots, yards and grounds owned, leased or used by such railroads or any of them.

SEC. 11. The term "company," as used in this act, shall be deemed to mean and include corporations, associations, partnerships, trustees, receivers, lessees, agents, assignees, and individuals. Whenever any railroad company operates, in connection with its road and for the purpose of transporting its cars, freight or passengers any steamer or other water craft, such steamer, or other water craft, shall be deemed part of its road. Whenever any steamship or steamboat company operates any barge, canal boat, steamer, tug, ferry boat, or lighter in connection with its ships, all such instrumentalities shall be deemed to be a part of its line.

SEC. 12. The term "transportation," as used in this act, shall be deemed to mean and include all cars and other vehicles, and all instrumentalities and facilities of shipment or carriage operated by railroad and other transportation companies, irrespective of ownership or any contract, express or implied, for the use thereof, and all services in connection with the receipt, delivery, transfer in transit, switching, carrying, transporting, elevation, ventilation, refrigeration or icing,

dunnage, storage, and handling of freight and transportation or accommodation of passengers. The term "freight" as used in this act shall be deemed to mean and include every animate and inanimate thing and substance of whatsoever nature, except persons, capable of being transported by any railroad or other transportation company.

SEC. 13. The term "transportation company," as used in this act, shall be deemed and held to mean and include all railroad, express, despatch, sleeping car, dining car, and drawing room car companies, all refrigerator, oil, stock, fruit and all car loading, car renting, car loading and all car companies, and all companies operating vessels engaged in the transportation of freight or passengers upon the water between points within this state.

SEC. 14. The term "rate" or "rates" or "rates of charges" as used in this act shall be deemed and held to mean and include all fares for transportation of passengers; all rates and charges for transportation, for demurrage, for dunnage, for receiving, storing, handling, delivering and switching freight and all classifications, and all charges to and demands upon the public of every kind and character direct or indirect that are demanded or made for any service whatsoever connected with or incidental to the transportation of freight or passengers, rendered or to be rendered, by any railroad or other transportation company subject to the provisions of this act, including any and all rules or regulations which in anywise change, affect or determine any part or the aggregate of any rates, fares or charges, or the value or cost of the service rendered to the passenger, shipper or consignee.

SEC. 15. The commission shall have the power and it shall be its duty to establish rates of charges, including joint rates over through routes, for the transportation of freight and passengers by all railroad or other transportation companies subject to the provisions of this act. Likewise to prescribe and establish classifications of freight.

The commission shall also have the power to prescribe and establish, or modify or abrogate, from time to time, rules and regulations affecting the public of all such railroad and other transportation companies, for demurrage, dunnage and for receiving, storing, carrying, handling, delivering, switching, time of transit of freight and time of transit of passengers and affecting directly or indirectly the rendition to the public of any service connected with or incidental to the transportation of freight and passengers; likewise to prescribe from time to time forms of bills of lading, the same, however, to be as nearly as practicable in the form of bills of lading approved by the interstate commerce commission of the United States; to establish through routes over connecting lines of such railroad or other transportation companies and the terms and conditions under which such through routes shall be

operated and, in case the companies do not agree upon the divisions between them of the joint rates established by the commission over such through routes, to establish such divisions; *provided, however*, that where any railroad or other transportation company is made a party to a through route with another company, and such railroad or other transportation company has itself over its own line an equally satisfactory through route between the termini of the through route established, such railroad or other transportation company shall have the right to require as its division of the joint rate its local rate over the portion of its line comprised in such through route.

The commission shall likewise have the power to require any railroad company to construct, maintain and operate, upon reasonable terms which the commission shall have the power to fix, a switch connection or switch connections with the railroad of any other company or with any private sidetrack or spur of any shipper which may be constructed to connect with its railroad, where, in the opinion of the commission, such connection is reasonably practicable and can be put in with safety and will furnish sufficient business to justify the construction and maintenance of the same, and to furnish cars for the movement of such traffic to the best of its ability, without discrimination in favor of or against any shipper. The commission shall have the power to make rules, regulations and orders to prevent discrimination in the construction, operation or maintenance of industrial tracks.

The commission shall likewise have the exclusive power to determine and prescribe the manner, including the particular point of crossing of any crossing of a railroad or other transportation line by another such line, and also the terms of the installation, maintenance, use and protection of such crossing, and to require at any crossing of one railroad by another, where the same is practicable, a separation of their grades and to prescribe the terms upon which such separation shall be made and to prescribe, abolish or change any crossing of a railroad by a public road or highway, and to fix the terms of the construction, maintenance, use and protection of such crossing, and to require that such crossing be either at grade, or above or beneath the tracks of the railroad, and the proportions in which the expense of installing and maintaining such crossing shall be divided between the railroad company and the county or other public authority in charge of the public highway.

The commission shall likewise have the power to require one railroad company to switch to the industrial and team tracks upon its own line the cars of a connecting railroad and to prescribe the terms and compensation for such service.

The commission shall have the power under such uniform rules as it may make, to prescribe the amount of demurrage which shall be paid by any railroad or other transportation company for the failure on the part of any such company to furnish cars in accordance with such rules, and likewise the amount which any shipper or consignee shall pay to any such company for failure to load or unload cars ordered by, or delivered to, such shipper or consignee under such rules. Such charges shall be uniform, the commission being required to prescribe the same penalties for both shipper or consignee and company for an equal number of cars for each day for which such demurrage is charged. Any such penalty may be recovered by action therefor as provided in section twenty-eight of this act.

SEC. 16. All rates of charges for the transportation of passengers and freight, established by the commission, shall be made of record at its main office in the city and county of San Francisco, and said record and certified copies thereof shall be admissible in evidence in all courts and proceedings, and the validity thereof, and any facts found by the commission shall be conclusive in all courts and proceedings; *provided, however,* that except in those cases where the commission adopts and establishes as the legal rates of charges, the rates of charges filed with it by a railroad or other transportation company as hereinafter provided, no rates of charges for the transportation of freight or passengers shall be established by the commission, until the commission shall have given the railroad or other transportation company to be affected by said rates, a reasonable opportunity to be heard upon notice of not less than twenty days of said proposed action on the part of the commission. If said railroad or other transportation company shall not, within the time specified, avail itself of the opportunity afforded it to be heard, the rates of charges fixed by the commission shall be deemed conclusively just and reasonable; or if said railroad or other transportation company shall desire to be heard, it shall be given reasonable opportunity for such hearing, and the commission shall consider the showing made at such hearing, together with any other evidence which may be presented to it, or which the commission may secure on its own initiative, and after consideration of said evidence, the commission shall make its findings, and said rates of charges established pursuant to said proceedings by the commission shall be deemed conclusively just and reasonable and the commission shall cause said rates of charges so established to be published as herein provided.

SEC. 17. Within sixty days after this act goes into effect, unless additional time be allowed by the commission after good cause shown, each of the railroad and other transportation companies subject hereto

shall file in triplicate with the commission full and complete schedules or tariffs of all of its rates of charges for the transportation of freight and passengers, including freight classifications, as defined in section fourteen hereof which are in force and effect at the time this act goes into effect, together with any changes thereof, distinctly stated, which such railroad or other transportation company may desire to propose.

Each of such railroad or other transportation companies shall also file within the same time with the commission copies of all of its rules and regulations in force affecting the public and the rendition to the public of the service of transporting freight or passengers or of any service connected therewith or incidental thereto, and shall likewise file with the commission copies of any such rules and regulations thereafter made, at least ten days before it is proposed to make the same effective, unless a shorter time be allowed by the commission.

The railroad or other transportation companies who are parties to any agreement concerning joint freight or passenger rates and the divisions of the same in effect at the time this act goes into effect shall likewise within the same time file a copy of such agreement with the commission, and shall likewise file with the commission a copy of any such agreement thereafter made, within thirty days after the execution of the same.

It is hereby made the duty of the commission within a reasonable time, not exceeding sixty days after the filing of the schedules or tariffs and classifications and proposed changes therein of any such railroad or other transportation company, to establish such of the rates and classifications included therein, as it may approve and as to those not so established to proceed with the establishment of others in lieu thereof after notice and opportunity for hearing given such company as provided in section sixteen of this act; *provided, however*, that until the establishment of such rates and classifications or the establishment of other in lieu thereof the said railroad or other transportation company filing such schedules or tariffs and classifications, and parties thereto, shall charge and collect the rates and fares in effect at the time of the passage of this act, and that with said exception no railroad or other transportation company subject to the provisions of this act shall engage or participate in the transportation of freight or passengers except at rates of charges and classifications which have been established for it by the commission.

The names of the several railroad or other transportation companies which are parties to any joint rate shall be specified in the schedule or tariff setting forth the same filed with the commission as hereinbefore provided, and each of the parties to such joint rate other than the one filing the schedule or tariff setting forth the same shall file with the

commission such evidence of concurrence therein or acceptance thereof as may be required or approved by the commission, and where such evidence of concurrence or acceptance is so filed, need not itself file with the commission a schedule or tariff setting forth such joint rate.

The commission, as soon as any rate or rates, classification or classifications are established, shall give notice thereof to each of the railroad or other transportation companies affected thereby in such manner as may be prescribed by the commission, and such rate or rates, classification or classifications shall take effect at a date which shall be fixed by the commission, but in no case less than thirty days after the order of the commission establishing the same is made, unless with the consent of the railroad or other transportation companies affected thereby a less time be fixed. Each of said companies shall immediately upon receiving notice of such establishment of a rate or rates, classification or classifications cause the same to be printed and posted in accordance with such rules and regulations as may be prescribed by the commission.

Any railroad or other transportation company about to begin the operation of a new line after this act goes into effect shall, prior to the commencement of the commercial operation thereof, file in triplicate with the commission its proposed schedules or tariffs of all of its rates of charges, including freight classifications, over such line, and thereupon the commission shall proceed to establish such rates and classifications or others in lieu thereof in the manner hereinbefore provided.

SEC. 18. All rates of charges for the transportation of passengers and freight and all classifications established by the commission shall remain in effect until changed by the commission. Between the first and tenth days of July, 1912, and annually between the first and tenth days of July thereafter each railroad and other transportation company, subject to the provisions of this act, shall have the right to file with the commission proposed changes in its rates for the transportation of freight and passengers or in its classifications, and it is hereby made the duty of the commission within a reasonable time, not exceeding sixty days after the filing of said proposed changes, to establish such of the rates or classifications included therein as it may approve, and as to those not so established to proceed to the establishment of others in lieu thereof after notice given to such railroad or other transportation company as provided in section sixteen of this act; *provided, however*, that as to any change so proposed, of a rate or rates, classification or classifications which shall have been established by the commission within less than six months before the time of filing such proposed change, the commission shall have the authority either to establish such proposed rate or rates, classification or classifications, wholly or in part, or to reject the same without hearing.

Any complaint filed by any railroad or other transportation company concerning any rate or rates, classification or classifications that shall have been established within one year immediately preceding the time of the filing of said complaint or which shall not have been questioned by said railroad or other transportation company at the time of filing its proposed changes in its rates or classifications, in the preceding July may be dismissed by the commission without hearing unless there shall appear to be reasonable ground for investigating said complaint. This provision shall also apply to any person who shall have been a party either by intervention or otherwise to any hearing pursuant to which any such rate or rates, classification or classifications shall have been established.

In any proceeding before the commission, any person, firm, company or corporation, or any mercantile, commercial or traffic association or organization, or body politic may intervene with the consent of the commission.

The commission may at any time abolish, alter or in any manner amend any rate or classification upon notice and hearing or opportunity for hearing in the manner hereinbefore provided, and in that event each railroad or other transportation company affected thereby shall be notified thereof in such manner as shall be prescribed by the commission and thereupon the said action of the commission shall be immediately printed and posted by said company to take effect as hereinbefore provided. Nothing in this act contained shall be construed to prohibit the commission from at any time approving and establishing any rate or rates, classification or classifications proposed by any railroad or other transportation company, and when the commission shall approve and establish any rate or rates, classification or classifications so proposed, the same shall be subject to change, amendment or abrogation only as provided herein. A substantial compliance by the commission with the requirements of this act shall be sufficient to give effect to all the classifications, rates, charges, rules, regulations, requirements and orders made, approved and established by the commission and none of them shall be declared inoperative because of any omission of a technical or clerical character in the establishment, record or publication of the same.

SEC. 19. In order to assist the commission in the performance of its duties, it may delegate to any one of the commissioners the duty of taking testimony in any proceeding, and such testimony may be taken down in shorthand, and reduced to writing or typewriting, and said commissioner so delegated shall make his report to the commission, and the commission shall consider the same in arriving at its decision, but in every event, it shall be necessary that a majority of the commissioners concur in any finding of the commission. For the purpose of said hear-

ing before such commissioner so delegated, the commission may exercise its power to send for any books or records necessary for said hearing, and may issue subpoenas and all necessary process. Said commissioner so delegated is hereby given power to administer oaths to witnesses that may appear before him.

SEC. 20. The commission shall have power to ascertain as nearly as practicable, the actual value of all the property, real and personal, of every kind and character of every railroad or other transportation company in this state, and the actual value of the property used by said railroad or other transportation company for the convenience of the public in carrying on its business as a railroad or other transportation company, and also the amounts paid for salaries of officers and the wages paid employees and all expenses of operation and cost of maintenance. It shall also have power to ascertain the amount and market value of the capital stock and bonded indebtedness of every railroad and other transportation company operating a line within this state, and also the relative value of the use to which each railroad or other transportation company operating in this state, is actually put, in the carrying of intra-state and interstate business respectively. It shall also have power to ascertain the relative proportion of the operating and maintenance expenses connected therewith, and the relative proportion of the revenue derived therefrom. The commission shall also have power to ascertain such further facts as in its judgment may assist the commission in arriving at the actual value of the property used by such railroad or other transportation company in carrying on its business.

For the purpose of carrying out the provisions of this section, the commission may if it so desires cause a hearing or hearings to be held at such time or times and place or places as the commission may designate. Before proceeding to any such hearing, the commission shall give the railroad or other transportation company affected thereby at least thirty days' written notice, specifying the time and place of such hearing, and this shall be sufficient to authorize the commission to inquire into the matters designated in this section as to any such railroad or other transportation company so notified and also to adjourn such hearings from time to time. The commission is also empowered to resort to any other source of information available in carrying out the provisions of this section.

In all cases where a hearing has been held, the commission shall make and render findings of fact in writing, covering all matters in this section mentioned concerning which it is empowered to inquire, and such findings when so made, shall be deemed conclusively just and reasonable, and shall be admissible in evidence in any proceedings or hearing in which the public and the railroad or other transportation company or

companies affected thereby are interested and such findings when so introduced shall be conclusive evidence of the facts stated therein.

The commission may from time to time cause further hearings and investigations to be had for the purpose of ascertaining the value of any betterments, improvements, additions and extensions made by any such railroad or other transportation company or companies since the date of any prior hearing or investigation and examine into all matters, which would change, modify or affect any finding of fact previously made and shall at such time make findings of fact supplementary to those theretofore made. Such hearing shall be had upon the same notice and conducted in the same manner, and the findings so made shall have the same force and effect as is provided herein for such original notice, hearing and findings.

SEC. 21. The commissioners, or either of them, or such persons as they may employ therefor, shall have the right at such time as the commission deems necessary, to inspect the books, records and papers of any railroad or other transportation company, and either of the commissioners and each of the officers of the commission shall have power to examine under oath any officer, agent, or employee of such railroad or other transportation company in relation to the business and affairs of the same; *provided*, that any person other than one of the commissioners who shall make any such demands, shall produce under the hand and seal of the commission, his authority to make such inspection. If any railroad or other transportation company, or any officer or agent of said railroad or other transportation company, having the custody of the same, shall refuse to permit the commissioners, or either of them, or any person authorized thereto, to examine its books and papers, said railroad or other transportation company, and said officer or agent, shall be in contempt of the commission and shall be punishable in the same manner and to the same extent as contempts are punishable by courts of record, and each day said railroad or other transportation company, or said officer or agent thereof, shall continue so to fail or refuse, shall be and constitute a separate contempt.

SEC. 22. It is hereby made the duty of the commission to see that the provisions of this act, and all laws of this state concerning railroad and other transportation companies, are enforced and obeyed, and that violations thereof are promptly prosecuted, and penalties due the state therefor, recovered and collected, and to this end, it may sue in its own name to correct any abuses or collect any penalties due the State of California.

The commission shall investigate the cause of all accidents on any railroad within this state which result in loss of life or injury to persons or property, and which in its judgment shall require investigation.

Every railroad and other transportation company is hereby required to give immediate notice to the commission of every accident happening upon any line owned, operated, controlled or leased by it in such manner as the commission may direct.

The commission is further empowered to hear and determine complaints against railroads and other transportation companies, and to correct abuses, through the medium of the courts, suing in its own name, and it is further empowered to prevent discrimination in charges, or facilities for transportation by any railroad or other transportation company, between places or persons, or in the facilities for the transportation of the same class of freight or passengers within this state, or coming from, or going to, any other state. If any railroad or other transportation company subject hereto, shall directly or indirectly, by any special rate, rebate, drawback, or other practice, method or device, charge, demand, collect or receive from any person, company, firm or corporation, a greater, less or different compensation for any service rendered or to be rendered by it in the transportation of passengers or freight, than it charges, demands, collects or receives from any other person, company, firm, or corporation, for doing a like service in the transportation of a like kind of traffic, such railroad or other transportation company shall be deemed guilty of discrimination, and it shall also be discrimination for any such railroad or other transportation company to make or give any undue or unreasonable preference or advantage to any particular person, company, firm, corporation or locality, or to any particular description of traffic in any respect whatsoever, or to subject any particular description of traffic of any particular person, company, firm, corporation or locality, to any undue or unreasonable prejudice or disadvantage in any respect whatsoever, and it shall also be discrimination for any railroad or other transportation company, or any officer or agent of any railroad or other transportation company to charge, collect, demand, or receive from any person, firm or corporation, a greater, less or different rate, charge or compensation than the rate, charge, or compensation established as in this act provided, and in so far as such discrimination shall be in violation of any order or orders of the commission, it shall be a contempt of said commission, and any railroad or other transportation company or officer or agent thereof practicing or permitting such discrimination, shall be punishable by the commission for such contempt in the same manner and to the same extent as contempts are punishable by courts of record, and such railroad or other transportation company practicing such discrimination, shall also be punishable by a fine not exceeding five thousand dollars for each offense, and every officer, agent or employee of such railroad or other transportation company practicing or permitting such discrimination shall be guilty of a misdemeanor and on conviction thereof shall be punished by a fine not

exceeding one thousand dollars, or by imprisonment in the county jail not exceeding one year, or by both such fine and imprisonment.

SEC. 23. The commission shall have the power and it shall be its duty to prescribe a uniform system of accounts to be kept by all railroad and other transportation companies subject to the provisions of this act, which system the commission shall have the power by order to change from time to time, and which shall conform as nearly as practicable to the system of accounts prescribed by the interstate commerce commission of the United States. The commission shall cause to be prepared suitable blanks with questions calculated to elicit such information concerning railroad and other transportation companies as it may require in the performance of its duties under this act, and as often as may be necessary to furnish said blanks to each railroad and other transportation company. Any railroad or other transportation company receiving from the commission any such blank shall cause said blanks to be properly filled out so as to answer fully and correctly each question therein propounded, and in case it is unable to answer any question, it shall give a satisfactory reason for its failure to answer, and the said answers duly sworn to by the proper officer of said company, shall be returned to the commission at its office within ten days from the receipt thereof unless a different time be allowed by the commission.

If any officer or employee of a railroad or other transportation company, shall fail or refuse to fill out and return any blanks as above required or fail or refuse to answer any questions therein propounded, or give a false answer to any such questions, where the fact inquired of is within his knowledge, or may be ascertained by him by reason of his position or employment, or shall evade the answer to any such question, such officer or employee shall be deemed in contempt of the commission, and shall be punished in the same manner and to the same extent as contempts are punished by courts of record.

SEC. 24. The commission may, in its discretion, prescribe the forms of accounts, records and memoranda to be kept by any railroad or other transportation company, subject to the provisions of this act, including accounts, records and memoranda of the movement of traffic as well as the receipts and expenditures of moneys. The commission shall at all times have access to all accounts, records and memoranda kept by the companies subject to this act, and the commissioners and the officers and employees of the commission shall have authority to inspect and examine any and all accounts, records and memoranda kept by such companies.

In case of failure or refusal on the part of any such company, receiver, or trustee to keep such accounts, records, and memoranda on the books and in the manner prescribed by the commission, or to submit such accounts, records, and memoranda as are kept to the inspection of the commission or any of its authorized agents or examiners, such company,

receiver or trustee shall forfeit to the state the sum of five hundred dollars for each offense, such sum or sums to be recoverable in the same manner as other fines provided for in this act.

Any person who shall wilfully make any false entry in the accounts of any book of accounts or in any record or memoranda kept by a railroad or other transportation company, or who shall wilfully destroy, mutilate, alter, or by any other means or device falsify the record of any such account, record, or memoranda, or who shall wilfully neglect or fail to make full, true, and correct entries in such accounts, records, or memoranda of all facts and transactions appertaining to such company's business, or shall keep any other accounts, records, or memoranda than those prescribed or approved by the commission, shall be deemed guilty of a misdemeanor, and shall be subject, upon conviction, to a fine of not less than one hundred dollars nor more than one thousand dollars or imprisonment in the county jail for a term not less than ninety days nor more than one year, or both such fine and imprisonment; *provided*, that the commission may in its discretion issue orders specifying such operating, accounting, or financial papers, records, books, blanks, tickets, stubs, or documents which may, after a reasonable time, be destroyed, and prescribing the length of time such books, papers, or documents shall be preserved.

Any person who divulges any fact or information which may come to his knowledge during the course of such examination, except in so far as he may be directed by the commission or by a court shall be subject, upon conviction, to a fine of not more than one thousand dollars or imprisonment in the county jail for a term not exceeding one year or both.

SEC. 25. The commission shall have power to issue subpoenas for the attendance of witnesses by such rules as it may prescribe. Each witness who shall appear, by order of the commission, shall receive for his attendance two dollars per day and five cents per mile, traveled by the nearest practicable route, in going to and returning from the place to which he shall be subpoenaed to appear, which shall be paid by the party at whose request such witness is subpoenaed. When any witness shall be subpoenaed whom the commission shall deem necessary, who has not been required to attend at the request of any party, the fees and mileage of such witness may be paid from the funds appropriated for the use of the commission as other expenses of the commission are paid. Any witness subpoenaed except those whose fees and mileage may be paid from the funds of the commission, may, at the time of service, demand the fee to which he is entitled for travel to and from the place at which he is required to appear and one day's attendance. Unless such fees are tendered, or the witness fails to demand the same at time of service,

such witness shall not be required to attend before the commission as directed in the subpoena. All fees or mileage to which any witness is entitled under the provisions of this section may be collected by action therefor instituted by the person to whom such fees are payable.

In any proceeding before the commission where it is found that there is a wilful violation of any rule, regulation, order or decision of the commission, all fees for the payment of witnesses or the service of process and expense of stenographic reporters incurred by the commission or by any party in such proceeding may be assessed against the party guilty of such wilful violation and shall be collectible as herein provided. No witness furnished with free transportation shall receive mileage for the distance he may have traveled on such free transportation. In case any witness shall fail or refuse to obey such subpoena, the commission may issue an attachment for said witness, directed to any constable, sheriff or other peace officer of the State of California, and compel him to attend before the commission and give his testimony upon such matters as shall be lawfully required by it. If a witness, after being duly summoned, shall fail or refuse to attend or to answer any question propounded to him, or to produce any books or papers upon any hearing herein provided for when ordered to do so by the commission, the commission shall have the same power to fine and imprison such witness for contempt as may be exercised by courts of record. The claim that the production of any such books or the giving of any such testimony may tend to incriminate the person producing or giving the same shall not excuse such witness from producing said books or records or from testifying, but no person shall be prosecuted, punished or subjected to any penalty or forfeiture for or on account of any act, transaction, matter or thing concerning which he shall under oath have testified or produced documentary evidence; *provided, however*, that no person so testifying shall be exempt from prosecution or punishment for any perjury committed by him in his testimony. Nothing herein contained shall be construed as in any manner giving to any railroad or other transportation company immunity of any kind. The sheriff, constable or other person executing any process issued under the provisions of this act, shall receive such compensation as may be allowed by the commission, not to exceed fees as now prescribed by law for similar services, such fees to be paid in the same manner as provided herein for the payment of fees of witnesses.

SEC. 26. When an emergency exists warranting such action the commission shall have power upon the request of any railroad or other transportation company affected or upon the request of any other person, firm or corporation interested and the concurrence of such company to establish for a definitely limited period and make immediately effective

over the lines of such company rates for the transportation of freight and passengers to be known as "emergency rates."

Emergency rates shall be immediately subject to revision according to the procedure in this act provided for the case where rates have been in existence more than six months. Unless so revised the formerly existing rates shall revive and be in force from and after the expiration of the period fixed for such emergency rates.

SEC. 27. Upon application of any person, and the payment of ten cents per folio therefor, the commission shall furnish to such person a copy of any classification, rate, rule, regulation or order of the commission, and upon payment of one dollar additional shall certify thereto, and such certified copy, or printed copies published by or with the authority of the commission, shall be admissible in evidence in any suit and sufficient to establish the fact that any charge, rate, rule, order or classification therein contained, and which may be in issue in the trial, is the official act of the commission. All fees collected under this section and all penalties collected by the commission and all fines shall be paid into the general fund of the state.

SEC. 28. Any person, firm, company or corporation, or any mercantile, commercial or traffic association or organization, or any body politic, may complain of any charge, rate, rule, or regulation made or established by, or any order or decision of, the commission, or of anything done or omitted to be done by any railroad or other transportation company, or of any act or practice by the railroad or other transportation company by filing with the commission a complaint, setting forth the cause or causes of such complaint in concise language. Any charge, rate, rule, regulation, order or decision alleged in such complaint to be unjust, illegal, unreasonable, injurious or discriminatory as between or against places or persons, shall be a proper subject for hearing, investigation, order and decision of the commission, notwithstanding any previous act, order or decision of the commission with respect to or in connection therewith; *provided, however*, that the commission may at its discretion, dismiss without hearing any complaint which questions any rate, rule or regulation or decision which shall have been given, made, or established by the commission within one year from the time of the filing of said complaint. Upon such complaint being filed with the commission a copy of the same shall be served on the railroad or other transportation company concerned, and the commission shall fix a time and place when and where the said company shall answer the same. If such complaint is verified the answer shall also be verified. Thereafter the commission shall investigate and determine such complaint, under such rules and modes of procedure as it may adopt. If the commission shall find that there has been a violation of any rule,

regulation, order or decision of the commission, it shall determine if the same was wilful. If it shall find that such violation was not wilful it may call upon said company to pay and satisfy the damage done to the complainant by such violation, if any such damage should appear, stating the amount of such damage, or shall decree that said company shall conform with the order, rule or regulation of the commission, as the case may be; and if the said company should comply with such order or decision of the commission within the time specified by the commission in such order or decision, judgment of satisfaction shall be thereafter entered by the commission; but if said company shall not pay said damage or conform to the rule, regulation, order or decision of the commission, within the time specified by the commission, or if the commission shall find such violation to be wilful, it shall thereupon impose a fine not exceeding one thousand dollars and shall thereupon take such further action as may be necessary to enforce its order and collect such fine. The commission may also enforce such decision or order through proceedings for contempt against any railroad or other transportation company or officer or agent thereof failing to comply with such decision or order. If any complaint filed under this section shall allege that any such charge, rate, rule, regulation, order or decision complained of is unjust, illegal, unreasonable, injurious, or discriminatory as between or against places or persons, then the commission, after a hearing upon said complaint, shall have power to suspend, vacate or annul any and all former acts, orders, or decisions of the commission concerning said charge, rate, rule, regulation, order or decision so complained of, and to make, establish, and enforce such other or different charge, rate, rule, regulation or order as it shall determine to be just and proper. All damage awarded by the commission under the provisions of this section may be collected by action therefor instituted by the person to whom such damage has been awarded, if such damage remains unpaid after the time fixed by the commission for payment thereof. Actions or proceedings by any party to collect any award of damages, shall be instituted in the proper court in the county, or city and county in which the violation complained of occurred or in which the plaintiff resides or in which the principal place of business of the defendant is situated. On the trial of such suit the findings or order of the commission shall be prima facie evidence of the facts therein stated. The commission when requested to do so by either party, or whenever it may deem it necessary, may employ a phonographic reporter, and require all testimony taken before it to be reduced to writing and certified under the hand and seal of said commission and such testimony so certified shall be admissible in evidence upon the trial in any court of any cause or proceeding growing out of the same act or transaction or involving the same subject-matter

between the same parties. No complaint filed under this section shall at any time be dismissed because of the absence of direct damage to the plaintiff or complainant. The provisions of this section shall not be deemed to abridge or affect the right of any person, firm, company or corporation to institute in any court any character of action against any railroad or other transportation company for any wrong or damage suffered by such person, company, firm or corporation, by reason of any cause whatever, or for any remedy or penalty that may be due him, or to which he may be entitled under this act or any law whatsoever.

SEC. 29. Whenever the commission shall believe that any rate or charge may be unreasonable or discriminatory, or that any service in connection with the transportation of persons or property is inadequate, and that investigation relating thereto should be made, it may, on its own motion, investigate the same. If after making investigation, the commission becomes satisfied that sufficient grounds exist to warrant a hearing being ordered to determine whether the rate or charge so investigated is unreasonable or discriminatory, or whether the service investigated is inadequate, it shall furnish the railroad or other transportation company interested a statement setting forth the rate or service, investigated, which said statement shall be accompanied by a notice fixing a time and place for hearing on such rate or service as the case may be, and thereafter proceedings shall be had and conducted in reference to the matter investigated in like manner as though complaint had been filed with the commission relative to the matter investigated, pursuant to the provisions of section twenty-eight of this act, and the same order or orders may be made in reference thereto as if such investigation had been made on complaint.

Any railroad or other transportation company subject to the provisions of this act shall have a right to complain on any of the grounds upon which complaints are allowed to be filed under the provisions of section twenty-eight of this act, and the same procedure shall be adopted and followed with reference to such complaint on the part of any such railroad or other transportation company as is provided in said section in the case of complaints filed under its provisions, except that the complaint filed by any railroad or other transportation company may be heard *ex parte* by the commission or may be served upon any parties designated by the commission, and that any parties interested may, when allowed by the commission, intervene and be allowed to be heard upon such complaint.

The commission is hereby authorized, when public interest requires, to file petitions for investigations, or complaint or complaints with the interstate commerce commission and to file such suit or suits, in tribunals or courts of competent jurisdiction as are permitted under the provi-

sions of an act of congress of the United States entitled "An Act to Regulate Commerce" approved February 4, 1887, and hereinafter designated as the interstate commerce act, complaining of anything done or omitted to be done by any railroad or other transportation company or companies, subject to the provisions of the said interstate commerce act, and to prosecute the same. The commission is also hereby authorized to file petitions for investigations, or complaint or complaints, and to commence and prosecute such suit or suits, in tribunals or courts of competent jurisdiction, complaining of any railroad or other transportation company or companies raising rates or entering into contracts or combinations or conspiracies to raise or maintain rates, or taking any action that will prevent or tend to prevent competition to and from, or to or from, California points, to or from points outside of California, or is in restraint of trade; and to commence and prosecute any other actions or suits against railroad or other transportation companies under the act of congress of July 2, 1890, being the so-called Sherman Anti-Trust act.

The commission is hereby empowered also to coöperate with the interstate commerce commission in the investigation of the justice and reasonableness of, or discrimination in, charges or facilities for transportation of passengers or freight made by any railroad or other transportation company between places or persons of or in the facilities for the transportation of the same classes of passengers or freight within this state, or coming from or going to points without this state and to that end and for either of said purposes may arrange for and hold joint meetings with the interstate commerce commission or any section thereof.

SEC. 30. The commission, or any party, may in any investigation or hearing before the commission cause the depositions of witnesses residing within or without the state to be taken in the manner prescribed by law for like depositions in civil actions in the superior courts of this state.

SEC. 31. After any order or decision has been made by the commission, any party interested therein may apply for a rehearing in respect to any matter determined therein, and the commission may grant and hold such a rehearing, if in its judgment sufficient reason therefor be made to appear; if a rehearing shall be granted the same shall be determined by the commission within thirty days after the same shall be finally submitted. An application for such rehearing, or the going into effect of this act, shall not excuse any railroad or other transportation company from complying with, or obeying, any order or decision, or requirement of any order, of the commission, theretofore made, or operate in any manner to stay or postpone the enforcement thereof, except as the commission may by order direct. If after such rehearing and a consideration of the facts, including those arising since

the making of the order, the commission shall be of the opinion that the original order or any part thereof is in any respect unjust or unwarranted, the commission may abrogate, change or modify the same. An order made after such rehearing abrogating, changing or modifying the original order or decision shall have the same force and effect as an original order or decision, but shall not affect any right or the enforcement of any right arising from, or by virtue of, the original order or decision.

SEC. 32. If any railroad or other transportation company doing business in this state shall fail or refuse to perform any duty enjoined upon it by this act or by the constitution of this state, for which a penalty has not been provided by law, or shall fail, neglect, or refuse to obey any requirement, order, judgment or decree made by the commission, for every such failure, neglect or refusal it shall pay to the State of California a penalty of not less than five hundred dollars, nor more than two thousand dollars. The commission, in addition to any and all powers conferred upon it by this or any other act or by the constitution of this state, shall have the power to enforce any order or to enforce the performance of any duty enjoined upon any railroad or other transportation company, or officer or agent thereof, by proceedings for mandamus or injunction in any court of competent jurisdiction against any such railroad or other transportation company or officer or agent thereof. This method of enforcing orders or the performance of duties is cumulative of and in addition to any other method provided in this or any other act or in the constitution of this state.

SEC. 33. The commission shall notify each railroad and other transportation company affected by any order or decision made by it in such manner as it shall prescribe.

All orders and decisions of the commission shall be public records and shall be filed with the secretary thereof and shall take effect at such time as shall be specified by the commission except as otherwise herein provided and shall continue in force until modified, suspended or abrogated by the commission as herein provided.

SEC. 34. The commission shall have the power to adopt rules to govern its proceedings, and to regulate the mode and manner of all investigations and hearings in the establishment of rates, rules and regulations, in the making of orders and in the doing of other acts required of it under this act; and prescribe the form of its process and all writs, warrants, notices, and necessary forms; but no informality in any proceeding before the commission or in the manner of taking testimony shall invalidate any order, rule or regulation made by it.

SEC. 35. The president and each of the commissioners, for the purposes mentioned in this act, shall have power to administer all oaths,

certify to all official acts, and to compel the attendance of witnesses and the production of papers, waybills, books, accounts, documents and testimony.

SEC. 36. Every railroad or other transportation company which shall fail or refuse, under such regulations as may be prescribed by the commission, to receive and transport without delay or discrimination, the passengers, freight, and cars, loaded or empty, of any connecting line of railroad, and every railroad which shall, under such regulations as may be prescribed by the commission, fail or refuse to transport and deliver, without delay or discrimination, any passengers, freight, or cars loaded or empty, destined to any point on or over the line of any connecting line of railroad, shall be deemed guilty of discrimination and punished as herein provided for that offense; *provided*, perishable freight of all kinds and live stock shall have precedence of shipment.

SEC. 37. No railroad or other transportation company subject to the provisions of this act shall, directly or indirectly, issue, give or tender any free ticket, free pass or free or reduced-rate transportation for freight or passengers between points within this state except to its officers, agents, employees, surgeons, physicians, attorneys-at-law, and members of their families; to ministers of religion, inmates of hospitals and charitable and eleemosynary institutions and persons exclusively engaged in charitable and eleemosynary work, and persons and property engaged or employed in educational work when permitted by the commission; to indigent, destitute and homeless persons and to such persons when transported by charitable societies or hospitals, and the necessary agents employed in such transportation; to inmates of the national homes or state homes for disabled volunteer soldiers and of soldiers' and sailors' homes, including those about to enter and those returning home after discharge; to necessary care-takers, going and returning, of live stock, poultry, milk, fruit and other freight under uniform and non-discriminatory regulations; to employees of sleeping car companies, express companies, telegraph and telephone companies; to railway mail service employees, United States internal revenue officers, post-office inspectors, customs inspectors and immigration inspectors when traveling in the course of their official duty; to news-boys on trains, baggage agents, witnesses attending any legal investigation in which the company is interested, persons injured in accidents or wrecks and physicians and nurses attending such persons; for the carriage, free or at reduced rates, of persons or property for the United States, state or municipal governments, or for charitable purposes, or of property to or from fairs and expositions for exhibit thereat. Nothing in this act contained shall be construed to prohibit the inter-

change of free or reduced-rate transportation between common carriers subject to this act or to the acts of the congress of the United States regulating interstate commerce, for their officers, agents, employees, attorneys, physicians, surgeons and members of their families; nor to prevent railroads or other transportation companies from entering into contracts with telegraph, telephone and cable companies for the exchange of services; nor to prohibit a carrier from transporting, free or at reduced rates, contractors or their employees, materials or supplies for use or engaged in the carrying out of their contracts; *provided*, such arrangements for free or reduced-rate carriage are made a part of the specifications upon which the contract is based or of the contract itself; nor to prohibit the carriage of passengers or property, free or at reduced rates, with the object of providing relief in cases of general epidemic, pestilence or other calamitous visitation. Nothing in this act shall be construed to prevent the issuance of mileage, excursion or commutation passenger tickets, or joint interchangeable mileage tickets with special privileges as to the amount of free baggage that may be carried under mileage tickets of one thousand miles or more; *provided*, that the commission may put reasonable restrictions upon the issuance and terms of such mileage, excursion and commutation passenger tickets and joint interchangeable mileage tickets.

Provided, that the term "employees" as used in this section shall include furloughed, pensioned and superannuated employees, persons who have become disabled or infirm in the service of any such company, ex-employees traveling for the purpose of entering the service of any such company, and the remains of persons dying while in the employment of any such company; and the term "families" as used in this section shall include the families of those persons heretofore named in this proviso, the families of persons killed, and the widows during widowhood and minor children during minority of persons who died while in the service of any such company.

Provided, that no free tickets, free passes or free or reduced-rate transportation shall be issued, given or tendered to any officer, agent or employee of a railroad or other transportation company, who is at the same time a shipper or receiver of freight, or an officer, agent or employee of a shipper or receiver of freight, unless such officer, agent or employee devotes substantially his entire time to the service of such railroad or other transportation company.

Provided, further, that members of the railroad commission, their appointees and employees shall be entitled, when in the performance of their official duties, to free transportation over the lines of all railroad or other transportation companies within this state.

Nothing in this act shall be so construed as to prohibit the issuance

of passenger transportation in exchange for advertising space in newspapers and other publications, at full rates, to the proprietors and employees of such newspapers and other publications.

SEC. 38. Every railroad or other transportation company which shall issue, give or tender any free ticket or free pass or any free or reduced-rate transportation for freight or passengers between points within this state, except as authorized in section thirty-seven of this act, shall for each offense be guilty of a misdemeanor and upon conviction shall be punished therefor by a fine of not less than five hundred dollars nor more than one thousand dollars. Every officer, agent or employee of any railroad or other transportation company who shall issue, tender or authorize the issue or tender of any free ticket or free pass or any free or reduced-rate transportation for freight or passengers, except as permitted by section thirty-seven of this act, and every person soliciting, accepting or using any such free ticket, free pass or free or reduced-rate transportation, except as permitted by section thirty-seven of this act, shall be guilty of a misdemeanor and shall upon conviction be punished by a fine of not less than five hundred dollars nor more than one thousand dollars, or by imprisonment in the county jail for not less than three months nor for more than one year, or by both such fine and imprisonment; and in so far as any of the acts prohibited in this section shall be in violation of any order, rule or regulation of the railroad commission of this state, such act shall be a contempt of the commission, and shall be punishable by the commission as elsewhere in this act provided.

SEC. 39. Every railroad or other transportation company subject to the provisions of this act shall upon demand of the commission furnish a list of all free passes and of free or reduced rates of transportation issued by such railroad or other transportation company, including the name of the person to whom issued, and the amount, if any, paid therefor, and the places from and to which the same was issued.

SEC. 40. Any officer or agent of any railroad or other transportation company subject to the provisions of this act, who, by means of false billing, false classification, false weight, or by any other device, shall suffer or permit any person or persons to obtain transportation for property at a less, different or greater rate than the established rates then in force, or who, by means of false billing, false classification, false weighing, or by any device whatever shall charge any person, firm or corporation a less, different or greater rate for the transportation of property than the established rates, shall be guilty of a misdemeanor, and on conviction thereof, fined in a sum not less than one hundred dollars nor more than one thousand dollars, or by imprisonment in the county jail not less than ninety days, nor more than one year.

Any person who shall solicit or procure any officer or agent of any railroad or other transportation company subject to the provisions of this act, either by false representations or otherwise to do any of the acts which such officer or agent is forbidden by the provisions of this section from doing shall also be guilty of a misdemeanor and on conviction thereof shall be fined in a sum not less than one hundred dollars or more than one thousand dollars or by imprisonment in the county jail not less than ninety days or more than one year or by both such fine and imprisonment.

SEC. 41. Anything done or omitted to be done by any railroad or other transportation company subject to this act, which, if done or omitted to be done by any director or officer thereof, or any receiver, trustee, lessee, agent or person acting for or employed by such company, would constitute a misdemeanor under this act, shall also be held to be a misdemeanor committed by such railroad or transportation company, and upon conviction thereof it shall be subject except as to imprisonment, to like penalties as are prescribed herein with reference to such persons, except as such penalties are in this section changed. The wilful failure upon the part of any railroad or other transportation company subject to this act or officer or agent thereof to file the tariffs or rates of charges as required by this act, or strictly to observe any rate, classification, rule or regulation established by the commission until changed according to law, shall be a misdemeanor and upon conviction thereof such railroad or other transportation company or such officer or agent thereof offending shall be subject to a fine of not less than five hundred dollars, nor more than two thousand dollars for each offense, and said railroad or other transportation company and any officer or agent thereof so offending shall also be punishable for contempt by said commission, as elsewhere in this act provided. And it is further provided that each day of such wilful failure upon the part of any such railroad or other transportation company or officer or agent thereof shall constitute a separate offense, and each such separate offense shall be punishable as in this section provided. It shall be unlawful for any person, persons, or corporations to offer, grant, or give or to solicit, accept or receive any rebate, concession or discrimination in respect to the transportation of any property in this state whereby any such property by any device whatever shall be transported at a less rate than that stated in the rates made and established by the commission, or whereby any other advantage is given or discrimination is practiced. Every person or corporation, whether railroad or other transportation company or shipper, who shall, knowingly, offer, grant, or give, or solicit, accept, or receive any such rebate, concession or discrimination shall be guilty of a misdemeanor and on conviction thereof shall be punishable in like manner and to the same extent as herein prescribed for discrimination. Every

violation of this act punishable by any court shall be prosecuted in the court having jurisdiction of crimes within the county or city and county in which such violation was committed, or through which the transportation may have been conducted; and whenever such offense is begun in one jurisdiction and completed in another it may be dealt with, inquired into, tried, determined, and punished in either jurisdiction in the same manner as if the offense had been actually and wholly committed therein; *provided, however*, that nothing in this act contained shall be construed to abridge or interfere with the power of the commission to hear and determine all matters concerning which it is by this act authorized to inquire, or to enforce its orders and decisions. In construing and enforcing the provisions of this act, the act, omission, or failure of any officer, agent, or other person acting for or employed by any railroad or other transportation company or shipper, acting within the scope of his employment, shall in every case be also deemed to be the act, omission, or failure of such railroad or other transportation company or shipper, as well as that of such person.

SEC. 42. All fines herein provided, other than fines and forfeitures which are to be imposed by a court, may be recovered by an action therefor, brought by the commission in its own name, and any such action may be instituted in any county or city and county in, to or through which the defendant railroad or transportation company may run or operate. This shall not, however, interfere in any respect with the power of the commission to enforce the payment of such fine or forfeiture by proceedings for contempt of the commission.

SEC. 43. In case any railroad or other transportation company subject to this act shall do, cause to be done, or permit to be done any matter, act, or thing in this act prohibited or declared to be unlawful, or shall omit to do any act, matter or thing herein required to be done by it, such railroad or other transportation company shall be liable to the person or persons, firm or corporation injured thereby for the damages sustained in consequence of such violation; and in case such railroad or other transportation company shall be guilty of discrimination as by this act defined, then, in addition to such damages, such railroad or other transportation company shall be liable to the person, firm or corporation injured thereby in punitive damages in the sum of not less than one hundred dollars, nor more than five thousand dollars, to be recovered in any court of competent jurisdiction in any county into or through which such railroad or other transportation company may run or operate; *provided*, that any such recovery as herein provided shall in no manner affect a recovery by the state of a penalty provided for such violation.

SEC. 44. This act shall not have the effect to release or waive any right of action by the state or any person for any right, penalty or for-

feiture which may have arisen, or may hereafter arise, under any law of this state; and all penalties accruing under this act shall be cumulative of each other, and a suit for or recovery of one shall not be a bar to the recovery of any other penalty.

SEC. 45. In any action or proceeding, civil or criminal, commenced before any court of this state, or before the commission, involving any charge of discrimination, it shall not be necessary for the plaintiff or complainant in any such proceeding or action to plead or prove a like contemporaneous service, or a like contemporaneous transportation of a like quantity or class of goods, at a different rate or charge than that alleged in said complaint or proceeding to have been discriminatory.

SEC. 46. The words "commission," "commissioners," and "railroad commission," as used in this act shall be construed as meaning the railroad commission of the State of California, and the word "commissioner," as used in this act, shall be construed as meaning any one of the members of the railroad commission of the State of California.

SEC. 47. This act shall be construed and held to apply only to the transportation of property and passengers within the State of California.

SEC. 48. All actions or proceedings instituted in any court or before the commission, involving a violation of any of the provisions of this act, must be commenced within three years of the date of such violation.

SEC. 49. The sum of one hundred thousand dollars is hereby appropriated out of any moneys in the state treasury, not otherwise appropriated, to be used by the commission in carrying out the provisions of this act, and the controller is hereby directed to draw his warrant on the general fund from time to time in favor of said commission for the amounts expended under its direction, and the treasurer is hereby authorized and directed to pay the same.

SEC. 50. An act entitled "An act providing for the organization of the railroad commission of the State of California, defining its powers and duties, and the powers and duties of transportation companies, their officers and employees, and defining offenses of transportation companies, their officers, employees and other persons, and providing penalties therefor, and repealing an act entitled 'An act to create the office of commissioner of transportation, and to define its powers and duties, to fix the maximum charges for transporting passengers and freight on certain railroads, and to prevent extortion and unjust discrimination therein,' approved April 1, 1878, and also repealing an act entitled 'An act to organize and define the powers of the board of railroad commissioners,' approved April 15, 1880," approved March 20, 1909, and also "An act requiring persons, corporations, receivers or trustees operating lines of railway to furnish cars for shipment of freight upon written application from shippers of freight and providing a penalty and dam-

ages to be paid by such persons, corporations, receivers or trustees to shippers for failure to do so and providing a penalty and damages to be paid to persons, corporations, receivers or trustees operating such railroad lines by the applicant or shipper for failure to load or unload cars so furnished," approved April 20, 1909, and all acts or parts of acts inconsistent with the provisions of this act, are hereby repealed.

SEC. 51. This act shall be known as the railroad commission act.

SEC. 52. This act shall take effect immediately.

Amendment to Railroad Commission Act.

Statutes of 1911.

CHAPTER 386.

An act to amend the railroad commission act by amending section fifteen thereof relating to powers and duties of the railroad commission of the State of California, and to amend section thirty-seven thereof relating to free and reduced-rate transportation for freight and passengers.

[Approved April 6, 1911.]

The people of the State of California, represented in senate and assembly, do enact as follows:

SECTION 1. Section 15 of the railroad commission act is hereby amended to read as follows:

Section 15. The commission shall have the power and it shall be its duty to establish rates of charges, including joint rates over through routes, for the transportation of freight and passengers by all railroad or other transportation companies subject to the provisions of this act. Likewise to prescribe and establish classifications of freight.

The commission shall also have the power to prescribe and establish, or modify or abrogate, from time to time, rules and regulations affecting the public of all such railroad and other transportation companies, for demurrage, dunnage and for receiving, storing, carrying, handling, delivering, switching, time of transit of freight and time of transit of passengers and affecting directly or indirectly the rendition to the public of any service connected with or incidental to the transportation of freight and passengers; likewise to prescribe from time to time forms of bills of lading, the same, however, to be as nearly as practicable in the form of bills of lading approved by the interstate commerce commission of the United States; to establish through routes over connecting lines of such railroad or other transportation companies and the terms and conditions under which such through routes shall be operated and, in case the companies do not agree upon the divisions between them of the joint rates established by the commission over such through routes, to establish such divisions; *provided, however*, that where any railroad or other transportation company is made a party to a through route with another company, and such railroad or other transportation company has itself over its own line an equally satisfactory through route between the termini of the through route established, such railroad or other transportation company shall have

the right to require as its division of the joint rate its local rate over the portion of its line comprised in such through route.

The commission shall likewise have the power to require any railroad company to construct, maintain and operate, upon reasonable terms which the commission shall have the power to fix, a switch connection or switch connections with the railroad of any other company or with any private sidetrack or spur of any shipper which may be constructed to connect with its railroad, where, in the opinion of the commission, such connection is reasonably practicable and can be put in with safety and will furnish sufficient business to justify the construction and maintenance of the same, and to furnish cars for the movement of such traffic to the best of its ability, without discrimination in favor of or against any shipper. The commission shall have the power to make rules, regulations and orders to prevent discrimination in the construction, operation or maintenance of industrial tracks.

The commission shall likewise have the exclusive power to determine and prescribe the manner, including the particular point of crossing of any crossing of a railroad or other transportation line by another such line, and also the terms of the installation, maintenance, use and protection of such crossing, and to require at any crossing of one railroad by another, where the same is practicable, a separation of their grades and to prescribe the terms upon which such separation shall be made and to prescribe, abolish or change any crossing of a railroad by a public road or highway, and to fix the terms of the construction, maintenance, use and protection of such crossing, and to require that such crossing be either at grade, or above or beneath the tracks of the railroad, and the proportions in which the expense of installing and maintaining such crossing shall be divided between the railroad company and the county or other public authority in charge of the public highway.

The commission shall likewise have the power to require one railroad company to switch to private spurs and industrial tracks of shippers upon its own line the cars of the connecting railroad, and to prescribe the terms and compensation for such service.

The commission shall have the power under such uniform rules as it may make, to prescribe the amount of demurrage which shall be paid by any railroad or other transportation company for the failure on the part of any such company to furnish cars in accordance with such rules, and likewise the amount which any shipper or consignee shall pay to any such company for failure to load or unload cars ordered by, or delivered to, such shipper or consignee under such rules.

Such charges shall be uniform, the commission being required to prescribe the same penalties for both shipper or consignee and company

for an equal number of cars for each day for which such demurrage is charged. Any such penalty may be recovered by action therefor as provided in section twenty-eight of this act.

SEC. 2. Section thirty-seven of the railroad commission act is hereby amended to read as follows:

Section 37. No railroad or other transportation company subject to the provisions of this act shall, directly or indirectly, issue, give or tender any free ticket, free pass or free or reduced-rate transportation for freight or passengers between points within this state except to its officers, agents, employees, surgeons, physicians, attorneys-at-law, and members of their families; to ministers of religion, traveling secretaries of railroad men's religious associations, to executive officers, organizers or agents or railroad employees' mutual benefit associations giving the greater portion of their time to the work of any such association, inmates of hospitals and charitable and eleemosynary institutions and persons exclusively engaged in charitable and eleemosynary work, and persons and property engaged or employed in educational and patriotic work and scientific research, when permitted by the commission; to the executive officers of mercantile or promotion boards or bodies within this state when traveling in the performance of duties affecting the advancement of business, of the development of trade or industry without or within this state, when authorized by the commission; to hotel employees of season resort hotels, when authorized by the commission; to indigent, destitute and homeless persons and such persons when transported by charitable societies or hospitals, and the necessary agents employed in such transportation; to inmates of the national homes or state homes for disabled volunteer soldiers and of soldiers' and sailors' homes, including those about to enter and those returning home after discharge; to necessary care-takers, going and returning, of live stock, poultry, milk, fruit and other freight under uniform and non-discriminatory regulations; to employees of sleeping car companies, express companies, telegraph and telephone companies; to railway mail service employees, United States internal revenue officers, post office inspectors, customs officers and inspectors and immigration inspectors when traveling in the course of their official duty; to newsboys on trains, baggage agents, witnesses attending any legal investigation in which the company is interested, persons injured in accidents or wrecks and physicians and nurses attending such persons; for the carriage, free or at reduced rates, of persons or property for the United States, state or municipal governments, or for charitable purposes, or of property to or from fairs and expositions for exhibit thereat. Nothing in this act contained shall be construed to prohibit the interchange of free or reduced-rate transportation between common carriers, for their

officers, agents, employees, attorneys, physicians, surgeons and members of their families; nor to prevent railroads or other transportation companies from entering into contracts with telegraph, telephone and cable companies for the exchange of services; nor to prohibit a carrier from transporting, free or at reduced rates, contractors or their employees, materials or supplies for use or engaged in the carrying out of their contracts with such railroad or other transportation companies; *provided*, such arrangements for free or reduced-rate carriage are made a part of the specifications upon which the contract is based or of the contract itself; nor to prohibit the carriage of passengers or property, free or at reduced rates, with the object of providing relief in cases of general epidemic, pestilence or other calamitous visitation. Nothing in this act shall be construed to prevent the carrying out of contracts for free or reduced-rate transportation, heretofore made, founded upon adequate consideration and lawful when made or to prevent the issuance of mileage, excursion or commutation passenger tickets, or joint interchangeable mileage tickets with special privileges as to the amount of free baggage that may be carried under mileage tickets of one thousand miles or more; *provided*, that the commission may put reasonable restrictions upon the issuance and terms of such mileage, excursion and commutation passenger tickets and joint interchangeable mileage tickets.

Provided, that the term "employees" as used in this section shall include furloughed, pensioned and superannuated employees, persons who have become disabled or infirm in the service of any such company, ex-employees traveling for the purpose of entering the service of any such company, and the remains of persons dying while in the employment of any such company; and the term "families" as used in this section shall include the families of those persons heretofore named in this proviso, the families of persons killed, and the widows during widowhood and minor children during minority of persons who died while in the service of any such company.

Provided, that no free tickets, free passes or free or reduced-rate transportation shall be issued, given or tendered to any officer, agent or employee of a railroad or other transportation company, who is at the same time a shipper or receiver of freight, or an officer, agent or employee of a shipper or receiver of freight, unless such officer, agent or employee devotes substantially his entire time to the service of such railroad or other transportation company.

Provided, further, that members of the railroad commission, their appointees and employees shall be entitled, when in the performance of their official duties, to free transportation over the lines of all railroad or other transportation companies within this state.

Nothing in this act shall be so construed as to prohibit the issuance of passenger transportation in exchange for advertising space in newspapers and other publications, at full rates, to the proprietors and employees of such newspapers and other publications and the members of their immediate families subject, however, to such reasonable restrictions as the commission may impose.

Public Utilities Act.

Statutes of 1911, extra session.

CHAPTER 14.

An act to provide for the organization of the railroad commission, to define its powers and duties and the rights, remedies, powers and duties of public utilities, their officers, define its powers and duties and the rights, remedies, of patrons of public utilities, and to provide penalties for offenses by public utilities, their officers, agents and employees and by other persons and corporations, creating the "railroad commission fund" and appropriating the moneys therein to carry out the provisions of this act, and repealing the railroad commission act, approved February 10, 1911, and also repealing an act entitled "An act to amend the railroad commission act by amending section fifteen thereof relating to powers and duties of the railroad commission of the State of California, and to amend section thirty-seven thereof relating to free and reduced-rate transportation for freight and passengers," approved April 6, 1911, and all acts and parts of acts inconsistent with the provisions of this act.

[Approved December 23, 1911. Effective March 23, 1912.]

The people of the State of California do enact as follows:

SECTION 1. This act shall be known as the "Public Utilities Act" and shall apply to the public utilities and public services herein described and to the commission herein referred to.

SEC. 2. (a) The term "commission," when used in this act, means the Railroad Commission of the State of California.

(b) The term "commissioner," when used in this act, means one of the members of the commission.

(c) The term "corporation," when used in this act, includes a corporation, a company, an association and a joint-stock association.

(d) The term "person," when used in this act, includes an individual, a firm and a copartnership.

(e) The term "transportation of persons," when used in this act, includes every service in connection with or incidental to the safety, comfort or convenience of the person transported and the receipt, carriage and delivery of such person and his baggage.

(f) The term "transportation of property," when used in this act, includes every service in connection with or incidental to the transportation of property, including in particular its receipt, delivery, elevation, transfer, switching, carriage, ventilation, refrigeration, icing, dun-

nage, storage and handling, and the transmission of credit by express corporations.

(g) The term "street railroad," when used in this act, includes every railway, and each and every branch or extension thereof, by whatsoever power operated, being mainly upon, along, above or below any street, avenue, road, highway, bridge or public place within any city and county, or city or town, together with all real estate, fixtures and personal property of every kind used in connection therewith, owned, controlled, operated or managed for public use in the transportation of persons or property; but the term "street railroad," when used in this act, shall not include a railway constituting or used as a part of a commercial or interurban railway.

(h) The term "street railroad corporation," when used in this act, includes every corporation or person, their lessees, trustees, receivers or trustees appointed by any court whatsoever, owning, controlling, operating or managing any street railroad for compensation within this state.

(i) The term "railroad," when used in this act, includes every commercial, interurban and other railway other than a street railroad, and each and every branch or extension thereof, by whatsoever power operated, together with all tracks, bridges, trestles, rights of way, subways, tunnels, stations, depots, union depots, ferries, yards, grounds, terminals, terminal facilities, structures and equipment, and all other real estate, fixtures and personal property of every kind used in connection therewith, owned, controlled, operated or managed for public use in the transportation of persons or property.

(j) The term "railroad corporation," when used in this act, includes every corporation or person, their lessees, trustees, receivers or trustees appointed by any court whatsoever, owning, controlling, operating or managing any railroad for compensation within this state.

(k) The term "express corporation," when used in this act, includes every corporation or person, their lessees, trustees, receivers or trustees appointed by any court whatsoever, engaged in or transacting the business of transporting any freight, merchandise or other property for compensation on the line of any common carrier or stage or auto stage line within this state.

(l) The term "common carrier," when used in this act, includes every railroad corporation; street railroad corporation; express corporation; dispatch, sleeping car, dining car, drawing room car, freight, freight-line, refrigerator, oil, stock, fruit, car loaning, car renting, car loading and every other car corporation or person, their lessees, trustees, receivers or trustees appointed by any court whatsoever, operating for compensation within this state; and every corporation or person, their lessees, trustees, receivers or trustees appointed by any court whatsoever,

owning, controlling, operating or managing any vessel regularly engaged in the transportation of persons or property for compensation upon the waters of this state or upon the high seas, over regular routes between points within this state.

(m) The term "pipe line," when used in this act, includes all real estate, fixtures and personal property, owned, controlled, operated or managed in connection with or to facilitate the transmission, storage, distribution or delivery of crude oil or other fluid substances except water through pipe lines.

(n) The term "pipe line corporation," when used in this act, includes every corporation or person, their lessees, trustees, receivers or trustees appointed by any court whatsoever, owning, controlling, operating or managing any pipe line for compensation within this state.

(o) The term "gas plant," when used in this act, includes all real estate, fixtures and personal property, owned, controlled, operated or managed in connection with or to facilitate the production, generation, transmission, delivery or furnishing of gas (natural or manufactured) for light, heat or power.

(p) The term "gas corporation," when used in this act, includes every corporation or person, their lessees, trustees, receivers or trustees appointed by any court whatsoever, owning, controlling, operating or managing any gas plant for compensation within this state, except where gas is made or produced on and distributed by the maker or producer through private property alone solely for his own use or the use of his tenants and not for sale to others.

(q) The term "electric plant," when used in this act, includes all real estate, fixtures and personal property owned, controlled, operated or managed in connection with or to facilitate the production, generation, transmission, delivery or furnishing of electricity for light, heat or power, and all conduits, ducts or other devices, materials, apparatus or property for containing, holding or carrying conductors used or to be used for the transmission of electricity for light, heat or power.

(r) The term "electrical corporation," when used in this act, includes every corporation or person, their lessees, trustees, receivers or trustees appointed by any court whatsoever, owning, controlling, operating or managing any electric plant for compensation within this state, except where electricity is generated on or distributed by the producer through private property alone solely for his own use or the use of his tenants and not for sale to others.

(s) The term "telephone line," when used in this act, includes all conduits, ducts, poles, wires, cables, instruments and appliances, and all other real estate, fixtures and personal property owned, controlled, operated or managed in connection with or to facilitate communication

by telephone, whether such communication is had with or without the use of transmission wires.

(t) The term "telephone corporation," when used in this act, includes every corporation or person, their lessees, trustees, receivers or trustees appointed by any court whatsoever, owning, controlling, operating or managing any telephone line for compensation within this state.

(u) The term "telegraph line," when used in this act, includes all conduits, ducts, poles, wires, cables, instruments and appliances, and all other real estate, fixtures and personal property owned, controlled, operated or managed in connection with or to facilitate communication by telegraph, whether such communication is had with or without the use of transmission wires.

(v) The term "telegraph corporation," when used in this act, includes every corporation or person, their lessees, trustees, receivers or trustees appointed by any court whatsoever, owning, controlling, operating or managing any telegraph line for compensation within this state.

(w) The term "water system," when used in this act, includes all reservoirs, tunnels, shafts, dams, dikes, head-gates, pipes, flumes, canals, structures and appliances, and all other real estate, fixtures and personal property, owned, controlled, operated or managed in connection with or to facilitate the diversion, development, storage, supply, distribution, sale, furnishing, carriage, apportionment or measurement of water for power, irrigation, reclamation or manufacturing, or for municipal, domestic or other beneficial use.

(x) The term "water corporation," when used in this act, includes every corporation or person, their lessees, trustees, receivers or trustees appointed by any court whatsoever, owning, controlling, operating or managing any water system for compensation within this state.

(y) The term "vessel," when used in this act, includes every species of water craft, by whatsoever power operated, which is owned, controlled, operated or managed for public use in the transportation of persons or property.

(z) The term "wharfinger," when used in this act, includes every corporation or person, their lessees, trustees, receivers or trustees, appointed by any court whatsoever, owning, controlling, operating or managing any dock, wharf or structure used by vessels in connection with or to facilitate the receipt or discharge of freight or passengers for compensation within this state.

(aa) The term "warehouseman," when used in this act, includes every corporation or person, their lessees, trustees, receivers or trustees appointed by any court whatsoever, owning, controlling, operating or managing any building or structure in which property is regularly stored for compensation within this state, in connection with or to facil-

itate the transportation of property by a common carrier or vessel, or the loading or unloading of the same, other than a dock, wharf or structure, owned, operated, controlled or managed by a wharfinger.

(bb) The term "public utility," when used in this act, includes every common carrier, pipe line corporation, gas corporation, electrical corporation, telephone corporation, telegraph corporation, water corporation, wharfinger and warehouseman, as those terms are defined in this section, and each thereof is hereby declared to be a public utility and to be subject to the jurisdiction, control and regulation of the commission and to the provisions of this act.

SEC. 3. (a) The railroad commission shall consist of five members, who shall be appointed by the governor from the state at large; *provided*, that the three commissioners in office on the tenth day of October, nineteen hundred and eleven, shall serve out the term for which they were elected, and that two additional commissioners shall be appointed by the governor to hold office during the same term. Upon the expiration of said term, the term of office of each commissioner thereafter shall be six years, excepting that of the commissioners first appointed after the expiration of said term one shall be appointed to hold office until the first day of January, nineteen hundred and seventeen, two until the first day of January, nineteen hundred and nineteen, and two until the first day of January, nineteen hundred and twenty-one. The commissioners shall elect one of their number president of the commission.

(b) Whenever a vacancy in the office of commissioner shall occur, the governor shall forthwith appoint a qualified person to fill the same for the unexpired term. The legislature, by a two-thirds vote of all members elected to each house, may remove any one or more of said commissioners from office for dereliction of duty or corruption or incompetency.

SEC. 4. The commission shall have power to appoint as attorney to the commission an attorney at law of this state, who shall hold office during the pleasure of the commission. It shall be the right and the duty of the attorney to represent and appear for the people of the State of California and the commission in all actions and proceedings involving any question under this act or under any order or act of the commission, and, if directed to do so by the commission, to intervene, if possible, in any action or proceeding in which any such question is involved; to commence, prosecute and expedite the final determination of all actions and proceedings directed or authorized by the commission; to advise the commission and each commissioner, when so requested, in regard to all matters in connection with the powers and duties of the commission and the members thereof; and generally to

perform all duties and services as attorney to the commission which the commission may require of him.

SEC. 5. The commission shall appoint a secretary, who shall hold office during its pleasure. It shall be the duty of the secretary to keep a full and true record of all proceedings of the commission, to issue all necessary process, writs, warrants and notices, and to perform such other duties as the commission may prescribe. The commission may appoint an assistant secretary, who shall have all the powers conferred by law upon peace officers to carry weapons, make arrests and serve warrants and other process in any county or city and county of this state.

SEC. 6. The commission shall have power to employ, during its pleasure, such officers, experts, engineers, statisticians, accountants, inspectors, clerks and employees as it may deem necessary to carry out the provisions of this act or to perform the duties and exercise the powers conferred by law upon the commission.

SEC. 7. Each commissioner and each person appointed to a civil executive office by the commission shall, before entering upon the duties of his office, take and subscribe the constitutional oath of office. Each commissioner shall be a qualified elector of this state, and no person in the employ of or holding any official relation to any corporation or person, which said corporation or person is subject in whole or in part to regulation by the commission, and no person owning stocks or bonds of any such corporation or who is in any manner pecuniarily interested therein shall be appointed to or hold the office of commissioner or be appointed or employed by the commission; *provided*, that if any such person shall become the owner of such stocks or bonds or become pecuniarily interested in such corporation otherwise than voluntarily, he shall within a reasonable time divest himself of such ownership or interest; failing to do so, his office or employment shall become vacant.

SEC. 8. (a) The office of the commission shall be in the city and county of San Francisco. The office shall always be open, legal holidays and non-judicial days excepted. The commission shall hold its sessions at least once in each calendar month in said city and county of San Francisco, and may also meet at such other times and in such other places as may be expedient and necessary for the proper performance of its duties. For the purpose of holding sessions in places other than the city and county of San Francisco, the commission shall have power to rent quarters or offices, and the expense thereof and in connection therewith shall be paid in the same manner as other expenses authorized by this act. The sessions of the commission shall be public.

(b) The commission shall have a seal, bearing the following inscription: "Railroad Commission State of California." The seal shall be affixed to all writs and authentications of copies of records and to such other instruments as the commission shall direct. All courts shall take judicial notice of said seal.

(c) The commission is authorized to procure all necessary books, maps, charts, stationery, instruments, office furniture, apparatus and appliances, and the same shall be paid for in the same manner as other expenses authorized by this act.

SEC. 9. A majority of the commissioners shall constitute a quorum for the transaction of any business, for the performance of any duty or for the exercise of any power of the commission. No vacancy in the commission shall impair the right of the remaining commissioners to exercise all the powers of the commission. The act of a majority of the commissioners when in session as a board shall be deemed to be the act of the commission: but any investigation, inquiry or hearing which the commission has power to undertake or to hold may be undertaken or held by or before any commissioner designated for the purpose by the commission, and every finding, order or decision made by a commissioner so designated, pursuant to such investigation, inquiry or hearing, when approved and confirmed by the commission and ordered filed in its office, shall be and be deemed to be the finding, order or decision of the commission.

SEC. 10. (a) The annual salary of each commissioner shall be six thousand (6,000) dollars. All officers, experts, engineers, statisticians, accountants, inspectors, clerks and employees of the commission shall receive such compensation as may be fixed by the commission. The commissioners, attorney, secretary, rate expert and assistant secretary shall be civil executive officers and their salaries as fixed by law or the commission shall be paid in the same manner as are the salaries of other state officers. The salary or compensation of every other person holding office or employment under the commission shall be paid monthly from the funds appropriated for the use of the commission, after being approved by the commission, upon claims therefor to be audited by the board of control.

(b) All expenses incurred by the commission pursuant to the provisions of this act, including the actual and necessary traveling and other expenses and disbursements of the commissioners, their officers and employees, incurred while on business of the commission, shall be paid from the funds appropriated for the use of the commission, after being approved by the commission, upon claims therefor to be audited by the board of control.

SEC. 11. The commissioners and the officers and employees of the commission, shall, when in the performance of their official duties, have the right to pass, free of charge, on all railroads, cars, vessels and other vehicles of every common carrier, as said term is defined in this act, subject in whole or in part to control or regulation by the commission, between points within this state, and such persons shall not be denied the right to travel upon any railroad, car, vessel or other vehicle of such common carrier, whether such railroad, car, vessel or other vehicle be used for the transportation of passengers or freight, and regardless of its class.

SEC. 12. The commission shall make and submit to the governor on or before the first day of December of each year subsequent to the year nineteen hundred and twelve, a report containing a full and complete account of its transactions and proceedings for the preceding fiscal year, together with such other facts, suggestions, and recommendations as it may deem of value to the people of the state.

SEC. 13. (a) All charges made, demanded or received by any public utility, or by any two or more public utilities, for any product or commodity furnished or to be furnished or any service rendered or to be rendered shall be just and reasonable. Every unjust or unreasonable charge made, demanded or received for such product or commodity or service is hereby prohibited and declared unlawful.

(b) Every public utility shall furnish, provide and maintain such service, instrumentalities, equipment and facilities as shall promote the safety, health, comfort and convenience of its patrons, employees and the public, and as shall be in all respects adequate, efficient, just and reasonable.

(c) All rules and regulations made by a public utility affecting or pertaining to its charges or service to the public shall be just and reasonable.

SEC. 14. (a) Every common carrier shall file with the commission and shall print and keep open to the public inspection schedules showing the rates, fares, charges and classifications for the transportation between termini within this state of persons and property from each point upon its route to all other points thereon; and from each point upon its route to all points upon every other route leased, operated or controlled by it; and from each point on its route or upon any route leased, operated or controlled by it to all points upon the route of any other common carrier, whenever a through route and a joint rate shall have been established or ordered between any two such points. If no joint rate over a through route has been established, the schedules of the several carriers in such through route shall show the separately established rates, fares, charges and classifications applicable to the

through transportation. The schedules printed as aforesaid shall plainly state the places between which property and persons will be carried, and shall also contain the classification of passengers or property in force, and shall also state separately all terminal charges, storage charges, icing charges and all other charges which the commission may require to be stated, all privileges or facilities granted or allowed, and all rules or regulations which may in any wise change, affect or determine any part, or the aggregate of, such rates, fares, charges and classifications, or the value of the service rendered to the passenger, shipper or consignee. Subject to such rules and regulations as the commission may prescribe, such schedules shall be plainly printed in large type, and a copy thereof shall be kept by every such carrier readily accessible to and for inspection by the public in every station or office of such carrier where passengers or property are respectively received for transportation, when such station or office is in charge of an agent, and in every station or office of such carrier where passenger tickets or tickets for sleeping, parlor car or other train accommodations are sold or bills of lading or waybills or receipts for property are issued. Any or all of such schedules kept as aforesaid shall be immediately produced by such carrier for inspection upon the demand of any person. A notice printed in bold type and stating that such schedules are on file with the agent and open to inspection by any person, and that the agent will assist any person to determine from such schedules any rates, fares, rules or regulations in force, shall be kept posted by the carrier in two public and conspicuous places in every such station or office. The form of every such schedule shall be prescribed by the commission and shall conform in the case of common carriers subject to the act of congress entitled "An act to regulate commerce," approved February fourth, eighteen hundred and eighty-seven, and the acts amendatory thereof and supplementary thereto, as nearly as may be to the form of schedules prescribed by the Interstate Commerce Commission under said act.

(b) Under such rules and regulations as the commission may prescribe, every public utility other than a common carrier shall file with the commission within such time and in such form as the commission may designate, and shall print and keep open to public inspection schedules showing all rates, tolls, rentals, charges and classifications collected or enforced, or to be collected or enforced, together with all rules, regulations, contracts, privileges and facilities which in any manner affect or relate to rates, tolls, rentals, classifications, or service. The rates, tolls, rentals and charges shown on such schedules when filed by a public utility as to which the commission by this act acquires the power to fix any rates, tolls, rentals or charges, shall not.

within any portion of the territory as to which the commission acquires as to such public utility such power, exceed the rates, tolls, rentals or charges in effect on the tenth day of October, nineteen hundred and eleven; the rates, tolls, rentals and charges shown on such schedules, when filed by any public utility as to any territory as to which the commission does not by this act acquire as to such public utility such power, shall not exceed the rates, tolls, rentals and charges in effect at the time the commission acquires as to such territory and as to such public utility the power to fix rates, tolls, rentals or charges. Nothing in this section contained shall prevent the commission from approving or fixing rates, tolls, rentals or charges, from time to time, in excess of or less than those shown by said schedules.

(c) The commission shall have power, from time to time, in its discretion, to determine and prescribe by order such changes in the form of the schedules referred to in this section as it may find expedient, and to modify the requirements of any of its orders, rules or regulations in respect to any matter in this section referred to.

SEC. 15. Unless the commission otherwise orders, no change shall be made by any public utility in any rate, fare, toll, rental, charge or classification, or in any rule, regulation or contract relating to or affecting any rate, fare, toll, rental, charge, classification or service, or in any privilege or facility, except after thirty days' notice to the commission and to the public as herein provided. Such notice shall be given by filing with the commission and keeping open for public inspection new schedules stating plainly the change or changes to be made in the schedule or schedules then in force, and the time when the change or changes will go into effect. The commission, for good cause shown, may allow changes without requiring the thirty days' notice herein provided for, by an order specifying the changes so to be made and the time when they shall take effect, and the manner in which they shall be filed and published. When any change is proposed in any rate, fare, toll, rental, charge or classification, or in any form of contract or agreement or in any rule, regulation or contract relating to or affecting any rate, fare, toll, rental, charge, classification or service, or in any privilege or facility, attention shall be directed to such change on the schedule filed with the commission, by some character to be designated by the commission, immediately preceding or following the item.

SEC. 16. The names of the several public utilities which are parties to any joint tariff, rate, fare, toll, contract, classification or charge shall be specified in the schedule or schedules showing the same. Unless otherwise ordered by the commission, a schedule showing such joint tariff, rate, fare, toll, contract, classification or charge need be filed

with the commission by only one of the parties to it; *provided*, that there is also filed with the commission in such form as the commission may require a concurrence in such joint tariff, rate, fare, toll, contract, classification or charge by each of the other parties thereto.

SEC. 17. (a) 1. No common carrier subject to the provisions of this act shall engage or participate in the transportation of persons or property, between points within this state, until its schedules of rates, fares, charges and classifications shall have been filed and published in accordance with the provisions of this act.

2. No common carrier shall charge, demand, collect or receive a greater or less or different compensation for the transportation of persons or property, or for any service in connection therewith, than the rates, fares and charges applicable to such transportation as specified in its schedules filed and in effect at the time: nor shall any such carrier refund or remit in any manner or by any device any portion of the rates, fares or charges so specified, except upon order of the commission as hereinafter provided, nor extend to any corporation or person any privilege or facility in the transportation of passengers or property except such as are regularly and uniformly extended to all corporations and persons.

3. No common carrier subject to the provisions of this act shall, directly or indirectly, issue, give or tender any free ticket, free pass or free or reduced-rate transportation for passengers between points within this state, except to its officers, agents, employees, attorneys, physicians and surgeons, and members of their families; to ministers of religion, traveling secretaries of railroad men's religious associations, or executive officers, organizers or agents of railroad employees' mutual benefit associations giving the greater portion of their time to the work of any such association; inmates of hospitals or charitable or eleemosynary institutions, and persons exclusively engaged in charitable or eleemosynary work, and persons and property engaged or employed in educational work or scientific research when permitted by the commission; to the executive officers of mercantile or promotion boards or bodies within this state when traveling in the performance of duties affecting the advancement of the business of such boards or bodies, or the development of trade or industry within or without this state, when authorized by the commission; to hotel employees of season resort hotels, when authorized by the commission; to indigent, destitute and homeless persons and to such persons when transported by charitable societies or hospitals, and the necessary agents employed in such transportation; to inmates of the national homes or state homes for disabled volunteer soldiers and of soldiers' and sailors' homes, including those about to enter and those returning home after discharge; to necessary

caretakers, going and returning, of live stock, poultry, milk, fruit and other freight, under uniform and non-discriminatory regulations; to employees of sleeping car corporations, express corporations and telegraph and telephone corporations; to railway mail service employees, United States internal revenue officers, post office inspectors, customs officers and inspectors and immigration inspectors when traveling in the course of their official duty; to newsboys on trains, baggage agents, witnesses attending any legal investigation in which the carrier is interested, persons injured in accidents or wrecks and physicians and nurses attending such persons; *provided*, that the term "employees," as used in this section, shall include furloughed, pensioned and superannuated employees, persons who have become disabled or infirm in the service of any such carrier, ex-employees traveling for the purpose of entering the service of any such carrier, and the remains of persons dying while in the employment of any such carrier; and the term "families," as used in this section, shall include the families of those persons heretofore named in this proviso, the families of persons killed, and the widows during widowhood and minor children during minority of persons who died while in the service of any such carrier; *and provided, further*, that no free ticket, free pass or free or reduced-rate transportation shall be issued, given or tendered to any officer, agent or employee of a common carrier, who is at the same time a shipper or receiver of freight, or an officer, agent or employee of a shipper or receiver of freight, unless such officer, agent or employee devotes substantially his entire time to the service of such carrier; *and provided, further*, that the members of the railroad commission, their officers and employees, shall be entitled, when in the performance of their official duties, to free transportation over the lines of all common carriers within this state; *and provided, further*, that passenger transportation may issue to the proprietors and employees of newspapers and magazines and the members of their immediate families, in exchange for advertising space in such newspapers or magazines at full rates, subject, however, to such reasonable restrictions as the commission may impose.

Nothing in this act contained shall be construed to prohibit the issue by express corporations of free or reduced-rate transportation for express matter to their officers, agents, employees, attorneys, physicians and surgeons, and members of their families, or the interchange of free or reduced-rate transportation for passengers or express matter between common carriers, their officers, agents, employees, attorneys, physicians and surgeons, and members of their families; *provided*, that such express matter be for the personal use of the person to or for whom such free or reduced-rate transportation is granted, or of his family: nor to prohibit the issue of passes or franks by telegraph or telephone corporations to

their officers, agents, employees, attorneys, physicians and surgeons, and members of their families, or the exchange of passes or franks between such telegraph and telephone corporations or between such corporations and such common carriers, for their officers, agents, employees, attorneys, physicians and surgeons, and members of their families: nor to prevent the carrying out of contracts for free or reduced-rate passenger transportation heretofore made, founded upon adequate consideration and lawful when made: nor to prevent a common carrier from transporting, storing or handling, free or at reduced rates, the household goods and personal effects of its employees, of persons entering or leaving its service, and of persons killed or dying while in its service.

4. Every common carrier subject to the provisions of this act may transport, free or at reduced rates, persons or property for the United States, state, county or municipal governments, or for charitable purposes, or to provide relief in cases of general epidemic, pestilence or other calamitous visitation, and property to or from fairs or expositions for exhibit thereat; also contractors and their employees, material or supplies for use or engaged in carrying out their contracts with said carriers, for construction, operation or maintenance work or work incidental thereto on the line of the issuing carrier, to the extent only that such free or reduced-rate transportation is provided for in the specifications upon which the contract is based and in the contract itself. Common carriers may also enter into contracts with telegraph and telephone corporations for an exchange of service.

(b) Except as in this section otherwise provided, no public utility shall charge, demand, collect or receive a greater or less or different compensation for any product or commodity furnished or to be furnished, or for any service rendered or to be rendered, than the rates, tolls, rentals and charges applicable to such product or commodity or service as specified in its schedules on file and in effect at the time, nor shall any such public utility refund or remit, directly or indirectly, in any manner or by any device, any portion of the rates, tolls, rentals and charges so specified, nor extend to any corporation or person any form of contract or agreement or any rule or regulation or any facility or privilege except such as are regularly and uniformly extended to all corporations and persons; *provided*, that the commission may by rule or order establish such exceptions from the operation of this prohibition as it may consider just and reasonable as to each public utility.

SEC. 18. Every common carrier and every telegraph and telephone corporation shall print and file or cause to be filed with the commission schedules showing all the rates, fares, tolls, rentals, charges and classifications for the transportation of persons or property or the transmission

of messages or conversations between all points within this state and all points without the state upon its route, and between all points within this state and all points without the state upon every route leased, operated or controlled by it, and between all points on its route or upon any route, leased, operated or controlled by it within this state and all points without the state upon the route of any other common carrier or telegraph or telephone corporation, whenever a through route and joint rate shall have been established between any two such points.

SEC. 19. No public utility shall, as to rates, charges, service, facilities or in any other respect, make or grant any preference or advantage to any corporation or person or subject any corporation or person to any prejudice or disadvantage. No public utility shall establish or maintain any unreasonable difference as to rates, charges, service, facilities or in any other respect, either as between localities or as between classes of service. The commission shall have the power to determine any question of fact arising under this section.

SEC. 20. Nothing in this act shall be taken to prohibit any public utility from itself profiting, to the extent permitted by the commission, from any economies, efficiencies or improvements which it may make, and from distributing by way of dividends, or otherwise disposing of, the profits to which it may be so entitled, and the commission is authorized to make or permit such arrangement or arrangements with any public utility as it may deem wise for the purpose of encouraging economies, efficiencies or improvements and securing to the public utility making the same such portion, if any, of the profits thereof as the commission may determine.

SEC. 21. Nothing in this act shall be taken to prohibit a corporation or person engaged in the production, generation, transmission or furnishing of heat, light, water or power, or telegraph or telephone service, from establishing a sliding scale of charges; *provided*, that a schedule showing such scale of charges shall first have been filed with the commission and such schedule and each rate set out therein approved by it. Nothing in this act shall be taken to prohibit any such corporation or person from entering into an arrangement for a fixed period for the automatic adjustment of charges for heat, light, water or power, or telegraph or telephone service, in relation to the dividends to be paid to stockholders of such corporation, or the profit to be realized by such person; *provided*, that a schedule showing the scale of charges under such arrangement shall first have been filed with the commission and such schedule and each rate set out therein approved by it. Nothing in this section shall prevent the commission from revoking its approval at any time and fixing other rates and charges for the product or commodity or service, as authorized by this act.

SEC. 22. (a) Every common carrier shall afford all reasonable, proper and equal facilities for the prompt and efficient interchange and transfer of passengers, tonnage and cars, loaded or empty, between the lines owned, operated, controlled or leased by it and the lines of every other common carrier, and shall make such interchange and transfer promptly without discrimination between shippers, passengers or carriers either as to compensation charged, service rendered or facilities afforded. Every railroad corporation shall receive from every other railroad corporation, at any point of connection, freight cars of proper standard and in proper condition, and shall haul the same either to destination, if the destination be upon a line owned, operated or controlled by such railroad corporation, or to point of transfer according to route billed, if the destination be upon the line of some other railroad corporation.

Nothing in this section contained shall be construed as in anywise limiting or modifying the duty of a common carrier to establish joint rates, fares and charges for the transportation of passengers and property over the lines owned, operated, controlled or leased by it and the lines of other common carriers, nor as in any manner limiting or modifying the power of the commission to require the establishment of such joint rates, fares and charges.

(b) Every telephone corporation and telegraph corporation operating in this state shall receive, transmit and deliver, without discrimination or delay, the conversations and messages of every other telephone or telegraph corporation with whose line a physical connection may have been made.

SEC. 23. (a) No common carrier, or any officer or agent thereof, or any person acting for or employed by it, shall, by means of known false billing, classification, weight, weighing, or report of weight, or by any other device or means assist, suffer or permit any corporation or person to obtain transportation for any person or property between points within this state at less than the rates and fares then established and in force as shown by the schedules filed and in effect at the time. No person, corporation, or any officer, agent or employee of a corporation shall, by means of false billing, false or incorrect classification, false weight or weighing, false representation as to contents or substance of a package, or false report or statement of weight, or by any other device or means, whether with or without the consent or connivance of a common carrier or any of its officers, agents or employees, seek to obtain or obtain such transportation for such property at less than the rates then established and in force therefor.

(b) No person or corporation, or any officer, agent or employee of a corporation, shall knowingly, directly or indirectly, by any false state-

ment or representation as to cost or value, or the nature or extent of an injury, or by the use of any false billing, bill of lading, receipt, voucher, roll, account, claim, certificate, affidavit or deposition, or upon any false, fictitious or fraudulent statement or entry, obtain or attempt to obtain any allowance, rebate or payment for damage, in connection with or growing out of the transportation of persons or property, or an agreement to transport such persons or property, whether with or without the consent or connivance of a common carrier or any of its officers, agents or employees; nor shall any common carrier, or any officer, agent or employee thereof, knowingly pay or offer to pay any such allowance, rebate or claim for damage.

SEC. 24. (a) No common carrier subject to the provisions of this act shall charge or receive any greater compensation in the aggregate for the transportation of persons or of a like kind of property for a shorter than for a longer distance over the same line or route in the same direction within this state, the shorter being included within the longer distance, or charge any greater compensation as a through rate than the aggregate of the intermediate rates; but this shall not be construed as authorizing any such common carrier to charge or receive as great a compensation for a shorter as for a longer distance or haul. Upon application to the commission, such common carrier may, in special cases, after investigation, be authorized by the commission to charge less for a longer than for a shorter distance for the transportation of persons or property, and the commission may from time to time prescribe the extent to which such carrier may be relieved from the operation and requirements of this section.

(b) No telephone or telegraph corporation subject to the provisions of this act shall charge or receive any greater compensation in the aggregate for the transmission of any long distance message or conversation for a shorter than for a longer distance over the same line or route in the same direction, within this state, the shorter being included within the longer distance, or charge any greater compensation for a through service than the aggregate of the intermediate rates or tolls subject to the provisions of this act; but this shall not be construed as authorizing any such telephone or telegraph corporation to charge and receive as great a compensation for a shorter as for a longer distance. Upon application to the commission, a telephone or telegraph corporation may, in special cases, after investigation, be authorized by the commission to charge less for a longer than for a shorter distance service for the transmission of messages or conversations, and the commission may from time to time prescribe the extent to which such telephone or telegraph corporation may be relieved from the operation and requirements of this section.

SEC. 25. (a) Every railroad corporation, upon the application of any corporation or person, being a shipper or receiver or contemplated shipper or receiver of freight, for a connection between the railroad of such railroad corporation and any existing or contemplated private track, tracks or railroad of such corporation or person, shall make such connection and provide such switches and tracks as may be necessary for that purpose and deliver and receive cars thereover; *provided*, that such connection is reasonably practicable and can be installed and used without materially increasing the hazard of the operation of the railroad with which such connection is sought, and that the business which may reasonably be expected to be received by such railroad corporation over such connection is sufficient to justify the expense of such connection to such railroad corporation.

(b) Under the conditions specified in the proviso in subsection (a) hereof, every railroad corporation, upon the application of any corporation or person, being a shipper or receiver or contemplated shipper or receiver of freight, shall construct upon its right of way a spur or spurs for the purpose of receiving and delivering freight thereby, and shall receive and deliver freight thereby.

SEC. 26. No foreign corporation, other than those which by a compliance with the laws of this state are entitled to transact a public utility business within this state, shall henceforth transact within this state any public utility business, nor shall any foreign corporation which is at present lawfully transacting business within this state henceforth transact within this state any public utility business of a character different from that which it is at present authorized by its charter or articles of incorporation to transact, nor shall any license, permit or franchise to own, control, operate or manage any public utility business or any part or incident thereof be henceforth granted or transferred, directly or indirectly, to any foreign corporation which is not at present lawfully transacting within this state a public utility business of like character; *provided*, that foreign corporations engaging in commerce with foreign nations or commerce among the several states of this Union may transact within this state such commerce and intrastate commerce of a like character.

SEC. 27. No street or interurban railroad corporation shall charge, demand, collect or receive more than five cents for one continuous ride in the same general direction within the corporate limits of any city and county, or city or town, except upon a showing before the commission that such greater charge is justified; *provided*, that until the decision of the commission upon such showing, a street or interurban railroad corporation may continue to demand, collect and receive the fare in effect on October 10, 1911, or at the time the commission acquires as to such

corporation the power to fix fares within such city and county, or city or town. Every street or interurban railroad corporation shall upon such terms as the commission shall find to be just and reasonable furnish to its passengers transfers entitling them to one continuous trip in the same general direction over and upon the portions of its lines within the same city and county, or city or town, not reached by the originating car.

SEC. 28. (a) Every public utility shall furnish to the commission in such form and such detail as the commission shall prescribe all tabulations, computations and all other information required by it to carry into effect any of the provisions of this act, and shall make specific answers to all questions submitted by the commission.

(b) Every public utility receiving from the commission any blanks with directions to fill the same shall cause the same to be properly filled out so as to answer fully and correctly each question propounded therein; in case it is unable to answer any question, it shall give a good and sufficient reason for such failure.

(c) Whenever required by the commission, every public utility shall deliver to the commission copies of any or all maps, profiles, contracts, agreements, franchises, reports, books, accounts, papers and records in its possession or in any way relating to its property or affecting its business, and also a complete inventory of all its property in such form as the commission may direct.

(d) No information furnished to the commission by a public utility, except such matters as are specifically required to be open to public inspection by the provisions of this act, shall be open to public inspection or made public except on order of the commission, or by the commission or a commissioner in the course of a hearing or proceeding. Any officer or employee of the commission who, in violation of the provisions of this subsection, divulges any such information shall be guilty of a misdemeanor.

SEC. 29. Every public utility shall annually furnish to the commission at such time and in such form as the commission may require a report in which the utility shall specifically answer all questions propounded by the commission upon or concerning which the commission may desire information. The commission shall have authority to require any public utility to file monthly reports of earnings and expenses, and to file periodical or special, or both periodical and special reports concerning any matter about which the commission is authorized by this or any other act to inquire or to keep itself informed, or which it is required to enforce. All reports shall be under oath when required by the commission.

SEC. 30. Every public utility shall obey and comply with each and every requirement of every order, decision, direction, rule or regula-

tion made or prescribed by the commission in the matters herein specified, or any other matter in any way relating to or affecting its business as a public utility, and shall do everything necessary or proper in order to secure compliance with and observance of every such order, decision, direction, rule or regulation by all of its officers, agents and employees.

SEC. 31. The railroad commission is hereby vested with power and jurisdiction to supervise and regulate every public utility in the state and to do all things, whether herein specifically designated or in addition thereto, which are necessary and convenient in the exercise of such power and jurisdiction.

SEC. 32. (a) Whenever the commission, after a hearing had upon its own motion or upon complaint, shall find that the rates, fares, tolls, rentals, charges or classifications, or any of them, demanded, observed, charged or collected by any public utility for any service or product or commodity, or in connection therewith, including the rates or fares for excursion or commutation tickets, or that the rules, regulations, practices or contracts, or any of them, affecting such rates, fares, tolls, rentals, charges or classifications, or any of them, are unjust, unreasonable, discriminatory or preferential, or in anywise in violation of any provision of law, or that such rates, fares, tolls, rentals, charges or classifications are insufficient, the commission shall determine the just, reasonable or sufficient rates, fares, tolls, rentals, charges, classifications, rules, regulations, practices or contracts to be thereafter observed and in force, and shall fix the same by order as hereinafter provided.

(b) The commission shall have power, upon a hearing, had upon its own motion or upon complaint, to investigate a single rate, fare, toll, rental, charge, classification, rule, regulation, contract or practice, or any number thereof, or the entire schedule or schedules of rates, fares, tolls, rentals, charges, classifications, rules, regulations, contracts and practices, or any thereof, of any public utility, and to establish new rates, fares, tolls, rentals, charges, classifications, rules, regulations, contracts or practices, or schedule or schedules, in lieu thereof.

SEC. 33. Whenever the commission, after a hearing had upon its own motion or upon complaint, shall find that the rates, fares or charges in force over two or more common carriers, between any two points in this state, are unjust, unreasonable or excessive, or that no satisfactory through route or joint rate, fare or charge exists between such points, and that the public convenience and necessity demand the establishment of a through route and joint rate, fare or charge between such points, the commission may order such common carriers to establish such through route and may establish and fix a joint rate, fare or charge which will be fair, just, reasonable and sufficient, to be followed, charged, enforced, demanded and collected in the future, and the terms and

conditions under which such through route shall be operated. The commission may order that freight moving between such points shall be carried by the different common carriers, parties to such through route and joint rate, without being transferred from the originating cars. In case the common carriers do not agree upon the division between them of the joint rates, fares or charges established by the commission over such through routes, the commission shall, after hearing, by supplemental order, establish such division; *provided*, that where any railroad which is made a party to a through route has itself over its own line an equally satisfactory through route between the termini of the through route established, such railroad shall have the right to require as its division of the joint rate, fare or charge its local rate, fare or charge over the portion of its lines comprised in such through route, and the commission may, in its discretion, allow to such railroad more than its local rate, fare, or charge whenever it will be equitable so to do. The commission shall have the power to establish and fix through routes and joint rates, fares or charges over common carriers and stage or auto stage lines and to fix the division of such joint rates, fares or charges.

SEC. 34. The commission shall have the power to investigate all existing or proposed interstate rates, fares, tolls, charges and classifications, and all rules and practices in relation thereto, for or in relation to the transportation of persons or property or the transmission of messages or conversations, where any act in relation thereto shall take place within this state; and when the same are, in the opinion of the commission, excessive or discriminatory or in violation of the act of congress entitled "An act to regulate commerce," approved February fourth, eighteen hundred and eighty-seven, and the acts amendatory thereof and supplementary thereto, or of any other act of congress, or in conflict with the rulings, orders or regulations of the Interstate Commerce Commission, the commission may apply by petition or otherwise to the Interstate Commerce Commission or to any court of competent jurisdiction for relief.

SEC. 35. Whenever the commission, after a hearing had upon its own motion or upon complaint, shall find that the rules, regulations, practices, equipment, appliances, facilities or service of any public utility, or the methods of manufacture, distribution, transmission, storage or supply employed by it, are unjust, unreasonable, unsafe, improper, inadequate or insufficient, the commission shall determine the just, reasonable, safe, proper, adequate or sufficient rules, regulations, practices, equipment, appliances, facilities, service or methods to be observed, furnished, constructed, enforced or employed and shall fix the same by its order, rule or regulation. The commission shall prescribe rules and regulations for the performance of any service or the furnish-

ing of any commodity of the character furnished or supplied by any public utility, and, on proper demand and tender of rates, such public utility shall furnish such commodity or render such service within the time and upon the conditions provided in such rules.

SEC. 36. Whenever the commission, after a hearing had upon its own motion or upon complaint, shall find that additions, extensions, repairs or improvements to, or changes in, the existing plant, equipment, apparatus, facilities or other physical property of any public utility or of any two or more public utilities ought reasonably to be made, or that a new structure or structures should be erected, to promote the security or convenience of its employees or the public, or in any other way to secure adequate service or facilities, the commission shall make and serve an order directing that such additions, extensions, repairs, improvements or changes be made or such structure or structures be erected in the manner and within the time specified in said order. If the commission orders the erection of a new structure, it may also fix the site thereof. If any additions, extensions, repairs, improvements or changes, or any new structure or structures which the commission has ordered to be erected, require joint action by two or more public utilities, the commission shall notify the said public utilities that such additions, extensions, repairs, improvements or changes or new structure or structures have been ordered and that the same shall be made at their joint cost, whereupon the said public utilities shall have such reasonable time as the commission may grant within which to agree upon the portion or division of cost of such additions, extensions, repairs, improvements or changes or new structure or structures, which each shall bear. If at the expiration of such time such public utilities shall fail to file with the commission a statement that an agreement has been made for a division or apportionment of the cost or expense of such additions, extensions, repairs, improvements or changes, or new structure or structures, the commission shall have authority, after further hearing, to make an order fixing the proportion of such cost or expense to be borne by each public utility and the manner in which the same shall be paid or secured.

SEC. 37. Whenever the commission, after a hearing had upon its own motion or upon complaint, shall find that any railroad corporation or street railroad corporation does not run a sufficient number of trains or cars, or possess or operate sufficient motive power, reasonably to accommodate the traffic, passenger or freight, transported by or offered for transportation to it, or does not run its trains or cars with sufficient frequency or at a reasonable or proper time having regard to safety, or does not stop the same at proper places, or does not run any train or trains, car or cars, upon a reasonable time schedule for the run, the commission shall have power to make an order directing any such railroad corporation or street railroad corporation to increase the number of its

trains or of its cars or its motive power or to change the time for starting its trains or cars or to change the time schedule for the run of any train or car, or to change the stopping place or places thereof, or to make any other order that the commission may determine to be reasonably necessary to accommodate and transport the traffic, passenger or freight, transported or offered for transportation.

SEC. 38. Whenever the commission, after a hearing had upon its own motion or upon complaint, shall find that the public convenience and necessity would be subserved by having connections made between the tracks of any two or more railroad or street railroad corporations, so that cars may readily be transferred from one to the other, at any of the points hereinafter in this section specified, the commission may order any two or more such corporations owning, controlling, operating or managing tracks of the same gauge to make physical connections at any and all crossings, and at all points where a railroad or street railroad shall begin or terminate or run near to any other railroad or street railroad. After the necessary franchise or permit has been secured from the city and county, or city or town, the commission may likewise order such physical connection, within such city and county, or city or town, between two or more railroads which enter the limits of the same. The commission shall by order direct whether the expense of the connections referred to in this section shall be borne jointly or otherwise.

SEC. 39. (a) Whenever the commission, after a hearing had upon its own motion or upon complaint, shall find that application has been made by any corporation or person to a railroad corporation for a connection or spur as provided in section 25 of this act, and that the railroad corporation has refused to provide such connection or spur and that the applicant is entitled to have the same provided for him under said section 25, the commission shall make an order requiring the providing of such connection or spur and the maintenance and use of the same upon reasonable terms which the commission shall have the power to prescribe. Whenever any such connection or spur has been so provided, any corporation or person shall be entitled to connect with the private track, tracks or railroad thereby connected with the railroad of the railroad corporation and to use the same or to use the spur so provided upon payment to the party or parties incurring the primary expense of such private track, tracks or railroad, or the connection therewith or of such spur, of a reasonable proportion of the cost thereof to be determined by the commission after notice to the interested parties and a hearing thereon; *provided*, that such connection and use can be made without unreasonable interference with the rights of the party or parties incurring such primary expense.

(b) The commission shall likewise have the power to require one railroad corporation to switch to private spurs and industrial tracks upon

its own railroad the cars of a connecting railroad corporation and to prescribe the terms and compensation for such service.

SEC. 40. Whenever the commission, after a hearing had upon its own motion or upon complaint, shall find that a physical connection can reasonably be made between the lines of two or more telephone corporations or two or more telegraph corporations whose lines can be made to form a continuous line of communication, by the construction and maintenance of suitable connections for the transfer of messages or conversations, and that public convenience and necessity will be subserved thereby, or shall find that two or more telegraph or telephone corporations have failed to establish joint rates, tolls or charges for service by or over their said lines, and that joint rates, tolls or charges ought to be established, the commission may, by its order, require that such connection be made, except where the purpose of such connection is primarily to secure the transmission of local messages or conversations between points within the same city and county, or city or town, and that conversations be transmitted and messages transferred over such connection under such rules and regulations as the commission may establish, and prescribe through lines and joint rates, tolls and charges to be made, and to be used, observed and in force in the future. If such telephone or telegraph corporations do not agree upon the division between them of the cost of such physical connection or connections or the division of the joint rates, tolls or charges established by the commission over such through lines, the commission shall have authority, after further hearing, to establish such division by supplemental order.

SEC. 41. Whenever the commission, after a hearing had upon its own motion or upon complaint of a public utility affected, shall find that public convenience and necessity require the use by one public utility of the conduits, subways, tracks, wires, poles, pipes or other equipment, or any part thereof, on, over, or under any street or highway, and belonging to another public utility, and that such use will not result in irreparable injury to the owner or other users of such conduits, subways, tracks, wires, poles, pipes or other equipment or in any substantial detriment to the service, and that such public utilities have failed to agree upon such use or the terms and conditions or compensation for the same, the commission may by order direct that such use be permitted, and prescribe a reasonable compensation and reasonable terms and conditions for the joint use. If such use be directed, the public utility to whom the use is permitted shall be liable to the owner or other users of such conduits, subways, tracks, wires, poles, pipes or other equipment for such damage as may result therefrom to the property of such owner or other users thereof.

SEC. 42. The commission shall have power, after a hearing had upon its own motion or upon complaint, by general or special orders, rules or

regulations, or otherwise, to require every public utility to maintain and operate its line, plant, system, equipment, apparatus, tracks and premises in such manner as to promote and safeguard the health and safety of its employees, passengers, customers, and the public, and to this end to prescribe, among other things, the installation, use, maintenance and operation of appropriate safety or other devices or appliances, including interlocking and other protective devices at grade crossings or junctions and block or other systems of signalling, to establish uniform or other standards of equipment, and to require the performance of any other act which the health or safety of its employees, passengers, customers or the public may demand.

SEC. 43. (a) No public road, highway or street shall hereafter be constructed across the track of any railroad corporation at grade, nor shall the track of any railroad corporation be constructed across a public road, highway or street at grade, nor shall the track of any railroad corporation be constructed across the track of any other railroad or street railroad corporation at grade, nor shall the track of a street railroad corporation be constructed across the track of a railroad corporation at grade, without having first secured the permission of the commission; *provided*, that this subsection shall not apply to the replacement of lawfully existing tracks. The commission shall have the right to refuse its permission or to grant it upon such terms and conditions as it may prescribe.

(b) The commission shall have the exclusive power to determine and prescribe the manner, including the particular point of crossing, and the terms of installation, operation, maintenance, use and protection of each crossing of one railroad by another railroad or street railroad, and of a street railroad by a railroad, and of each crossing of a public road or highway by a railroad or street railroad and of a street by a railroad or *vice versa*, subject to the provisions of section 2694 of the Political Code, so far as applicable, and to alter or abolish any such crossing, and to require where, in its judgment, it would be practicable, a separation of grades at any such crossing heretofore or hereafter established and to prescribe the terms upon which such separation shall be made and the proportions in which the expense of the alteration or abolition of such crossings or the separation of such grades shall be divided between the railroad or street railroad corporations affected or between such corporations and the state, county, municipality or other public authority in interest.

SEC. 44. The commission shall investigate the cause of all accidents occurring within this state upon the property of any public utility or directly or indirectly arising from or connected with its maintenance or operation, resulting in loss of life or injury to person or property

and requiring, in the judgment of the commission, investigation by it, and shall have the power to make such order or recommendation with respect thereto as in its judgment may seem just and reasonable; *provided*, that neither the order or recommendation of the commission nor any accident report filed with the commission shall be admitted as evidence in any action for damages based on or arising out of the loss of life, or injury to person or property, in this section referred to. Every public utility is hereby required to file with the commission, under such rules and regulations as the commission may prescribe, a report of each accident so occurring of such kinds or classes as the commission may from time to time designate.

SEC. 45. (a) The commission shall have power to provide by proper rules and regulations the time within which all railroad corporations shall furnish, after demand therefor, all cars, equipment and facilities necessary for the handling of freight in carload and less than carload lots, the time within which consignors or persons ordering cars shall load the same, and the time within which consignees or persons to whom freight may be consigned shall unload and discharge the same and receive freight from the freight rooms, and to provide penalties to be paid for failure on the part of the railroad corporations, consignors and consignees to conform to such rules. Charges for demurrage shall be uniform so that the same penalty shall be paid by both shipper or consignee and railroad corporation for an equal number of cars for each day for which demurrage is charged.

(b) The commission shall also have power to provide the time within which express packages shall be received, gathered, transported and delivered at destination, and the limits within which express packages shall be gathered and distributed and telegraph and telephone messages delivered without extra charge.

SEC. 46. (a) The commission shall have power, after hearing had upon its own motion or upon complaint, to ascertain and fix just and reasonable standards, classifications, regulations, practices, measurements or service to be furnished, imposed, observed and followed by all electrical, gas and water corporations; to ascertain and fix adequate and serviceable standards for the measurement of quantity, quality, pressure, initial voltage or other condition pertaining to the supply of the product, commodity or service furnished or rendered by any such public utility; to prescribe reasonable regulations for the examination and testing of such product, commodity or service and for the measurement thereof; to establish reasonable rules, regulations, specifications and standards to secure the accuracy of all meters and appliances for measurements; and to provide for the examination and testing of any

and all appliances used for the measurement of any product, commodity or service of any such public utility.

(b) The commissioners and their officers and employees shall have power to enter upon any premises occupied by any public utility, for the purpose of making the examinations and tests and exercising any of the other powers provided for in this act, and to set up and use on such premises any apparatus and appliances necessary therefor. The agents and employees of such public utility shall have the right to be present at the making of such examinations and tests.

(c) Any consumer or user of any product, commodity or service of a public utility may have any appliance used in the measurement thereof tested upon paying the fees fixed by the commission. The commission shall establish and fix reasonable fees to be paid for testing such appliances on the request of the consumer or user, the fee to be paid by the consumer or user at the time of his request, but to be paid by the public utility and repaid to the consumer or user if the appliance is found defective or incorrect to the disadvantage of the consumer or user, under such rules and regulations as may be prescribed by the commission.

SEC. 47. The commission shall have power to ascertain the value of the property of every public utility in this state and every fact which in its judgment may or does have any bearing on such value. The commission shall have power to make revaluations from time to time and to ascertain all new construction, extensions and additions to the property of every public utility.

SEC. 48. The commission shall have power to establish a system of accounts to be kept by the public utilities subject to its jurisdiction, or to classify said public utilities and to establish a system of accounts for each class, and to prescribe the manner in which such accounts shall be kept. It may also in its discretion prescribe the forms of accounts, records and memoranda to be kept by such public utilities, including the accounts, records and memoranda of the movement of traffic as well as the receipts and expenditures of moneys, and any other forms, records and memoranda which in the judgment of the commission may be necessary to carry out any of the provisions of this act. The system of accounts established by the commission and the forms of accounts, records and memoranda prescribed by it shall not be inconsistent, in the case of corporations subject to the provisions of the act of congress entitled "An act to regulate commerce," approved February fourth, eighteen hundred and eighty-seven, and the acts amendatory thereof and supplementary thereto, with the systems and forms from time to time established for such corporations by the Interstate Commerce Commission, but nothing herein contained shall affect

the power of the commission to prescribe forms of accounts, records and memoranda covering information in addition to that required by the Interstate Commerce Commission. The commission may, after hearing had upon its own motion or upon complaint, prescribe by order the accounts in which particular outlays and receipts shall be entered, charged or credited. Where the commission has prescribed the forms of accounts, records or memoranda to be kept by any public utility for any of its business, it shall thereafter be unlawful for such public utility to keep any accounts, records or memoranda for such business other than those so prescribed, or those prescribed by or under the authority of any other state or of the United States, excepting such accounts, records or memoranda as shall be explanatory of and supplemental to the accounts, records or memoranda prescribed by the commission.

SEC. 49. The commission shall have power, after hearing, to require any or all public utilities to carry a proper and adequate depreciation account in accordance with such rules, regulations and forms of account as the commission may prescribe. The commission may, from time to time, ascertain and determine and by order fix the proper and adequate rates of depreciation of the several classes of property of each public utility. Each public utility shall conform its depreciation accounts to the rates so ascertained, determined and fixed, and shall set aside the moneys so provided for out of earnings and carry the same in a depreciation fund and expend such fund only for such purposes and under such rules and regulations, both as to original expenditure and subsequent replacement as the commission may prescribe. The income from investments of moneys in such fund shall likewise be carried in such fund.

SEC. 50. (a) No street railroad corporation, gas corporation, electrical corporation, telephone corporation or water corporation shall henceforth begin the construction of a street railroad, or of a line, plant or system, or of any extension of such street railroad, or line, plant, or system, without having first obtained from the commission a certificate that the present or future public convenience and necessity require or will require such construction; *provided*, that this section shall not be construed to require any such corporation to secure such certificate for an extension within any city and county or city or town within which it shall have theretofore lawfully commenced operations, or for an extension into territory either within or without a city and county or city or town, contiguous to its street railroad, or line, plan or system, and not theretofore served by a public utility of like character, or for an extension within or to territory already served by it, necessary in the ordinary course of its business; *and provided, further*, that if any

public utility, in constructing or extending its line, plant, or system, shall interfere or be about to interfere with the operation of the line, plant or system of any other public utility, already constructed, the commission, on complaint of the public utility claiming to be injuriously affected, may, after hearing, make such order and prescribe such terms and conditions for the location of the lines, plants or systems affected as to it may seem just and reasonable.

(b) No public utility of a class specified in subsection (a) hereof shall henceforth exercise any right or privilege under any franchise or permit hereafter granted, or under any franchise or permit heretofore granted but not heretofore actually exercised, or the exercise of which has been suspended for more than one year, without first having obtained from the commission a certificate that public convenience and necessity require the exercise of such right or privilege; *provided*, that when the commission shall find, after hearing, that a public utility has heretofore begun actual construction work and is prosecuting such work, in good faith, uninterruptedly and with reasonable diligence in proportion to the magnitude of the undertaking, under any franchise or permit heretofore granted but not heretofore actually exercised, such public utility may proceed, under such rules and regulations as the commission may prescribe, to the completion of such work, and may, after such completion, exercise such right or privilege; *and provided, further*, that this section shall not be construed to validate any right or privilege now invalid or hereafter becoming invalid under any law of this state.

(c) Before any certificate may issue, under this section, a certified copy of its articles of incorporation or charter, if the applicant be a corporation, shall be filed in the office of the commission. Every applicant for a certificate shall file in the office of the commission such evidence as shall be required by the commission to show that such applicant has received the required consent, franchise or permit of the proper county, city and county, municipal or other public authority. The commission shall have power, after hearing, to issue said certificate, as prayed for, or to refuse to issue the same, or to issue it for the construction of a portion only of the contemplated street railroad, line, plant or system, or extension thereof, or for the partial exercise only of said right or privilege, and may attach to the exercise of the rights granted by said certificate such terms and conditions as in its judgment the public convenience and necessity may require. If a public utility desires to exercise a right or privilege under a franchise or permit which it contemplates securing, but which has not as yet been granted to it, such public utility may apply to the commission for an order preliminary to the issue of the certificate. The commission may thereupon make an order declaring that it will thereafter, upon application, under such rules and regulations as it may prescribe, issue the desired

certificate, upon such terms and conditions as it may designate, after the public utility has obtained the contemplated franchise or permit. Upon the presentation to the commission of evidence satisfactory to it that such franchise or permit has been secured by such public utility, the commission shall thereupon issue such certificate.

SEC. 51. (a) No railroad corporation, street railroad corporation, pipe line corporation, gas corporation, electrical corporation, telephone corporation, telegraph corporation or water corporation shall henceforth sell, lease, assign, mortgage or otherwise dispose of or encumber the whole or any part of its railroad, street railroad, line, plant or system, necessary or useful in the performance of its duties to the public, or any franchise or permit or any right thereunder, nor by any means whatsoever, direct or indirect, merge or consolidate its railroad, street railroad, line, plant or system, or franchises or permits or any part thereof, with any other public utility, without having first secured from the commission an order authorizing it so to do. Every such sale, lease, assignment, mortgage, disposition, encumbrance, merger or consolidation made other than in accordance with the order of the commission authorizing the same shall be void. The permission and approval of the commission to the exercise of a franchise or permit under section fifty of this act, or the sale, lease, assignment, mortgage or other disposition or encumbrance of a franchise or permit under this section shall not be construed to revive or validate any lapsed or invalid franchise or permit, or to enlarge or add to the powers or privileges contained in the grant of any franchise or permit, or to waive any forfeiture. Nothing in this subsection contained shall be construed to prevent the sale, lease or other disposition by any public utility of a class designated in this subsection of property which is not necessary or useful in the performance of its duties to the public, and any sale of its property by such public utility shall be conclusively presumed to have been of property which is not useful or necessary in the performance of its duties to the public, as to any purchaser of such property in good faith for value.

(b) No public utility shall hereafter purchase or acquire, take or hold, any part of the capital stock of any other public utility, organized or existing under or by virtue of the laws of this state, without having been first authorized to do so by the commission. Every assignment, transfer, contract or agreement for assignment or transfer of any stock by or through any person or corporation to any corporation or otherwise in violation of any of the provisions of this section shall be void and of no effect, and no such transfer shall be made on the books of any public utility. Nothing herein contained shall be construed to prevent the holding of stock heretofore lawfully acquired.

SEC. 52. (a) The power of public utilities to issue stocks and stock certificates, and bonds, notes and other evidences of indebtedness and to create liens on their property situated within this state is a special privilege, the right of supervision, regulation, restriction and control of which is and shall continue to be vested in the state, and such power shall be exercised as provided by law and under such rules and regulations as the commission may prescribe.

(b) A public utility may issue stocks and stock certificates, and bonds, notes and other evidences of indebtedness payable at periods of more than twelve months after the date thereof, for the following purposes and no others, namely, for the acquisition of property, or for the construction, completion, extension or improvement of its facilities, or for the improvement or maintenance of its service, or for the discharge or lawful refunding of its obligations, or for the reimbursement of moneys actually expended from income or from any other moneys in the treasury of the public utility not secured by or obtained from the issue of stocks or stock certificates, or bonds, notes or other evidences of indebtedness of such public utility, within five years next prior to the filing of an application with the commission for the required authorization, for any of the aforesaid purposes except maintenance of service and replacements, in cases where the applicant shall have kept its accounts and vouchers for such expenditures in such manner as to enable the commission to ascertain the amount of moneys so expended and the purposes for which such expenditure was made; *provided*, that such public utility, in addition to the other requirements of law, shall first have secured from the commission an order authorizing such issue and stating the amount thereof and the purpose or purposes to which the issue or the proceeds thereof are to be applied, and that, in the opinion of the commission, the money, property or labor to be procured or paid for by such issue is reasonably required for the purpose or purposes specified in the order, and that, except as otherwise permitted in the order in the case of bonds, notes or other evidences of indebtedness, such purpose or purposes are not, in whole or in part, reasonably chargeable to operating expenses or to income. To enable it to determine whether it will issue such order, the commission shall hold a hearing and may make such additional inquiry or investigation, and examine such witnesses, books, papers, documents and contracts and require the filing of such data as it may deem of assistance. The commission may by its order grant permission for the issue of such stocks or stock certificates, or bonds, notes or other evidences of indebtedness in the amount applied for, or in a lesser amount, or not at all, and may attach to the exercise of its permission such condition or conditions as it may deem reasonable and necessary.

The commission may authorize issues of bonds, notes or other evidences of indebtedness, less than, equivalent to or greater than the authorized or subscribed capital stock of a public utility corporation, and the provisions of sections 309 and 456 of the Civil Code of this state, in so far as they contain inhibitions against the creation by corporations of indebtedness, evidenced by bonds, notes or otherwise, in excess of their total authorized or subscribed capital stock shall have no application to public utility corporations. No public utility shall, without the consent of the commission, apply the issue of any stock or stock certificate, or bond, note or other evidence of indebtedness, or any part thereof, or any proceeds thereof, to any purpose not specified in the commission's order, or to any purpose specified in the commission's order in excess of the amount authorized for such purpose, or issue or dispose of the same on any terms less favorable than those specified in such order, or a modification thereof. A public utility may issue notes, for proper purposes and not in violation of any provision of this act or any other act, payable at periods of not more than twelve months after the date of issuance of the same, without the consent of the commission, but no such note shall, in whole or in part, be refunded by any issue of stocks or stock certificates, or of bonds, notes of any term or character or any other evidence of indebtedness, without the consent of the commission. The commission shall have no power to authorize the capitalization of the right to be a corporation, or to authorize the capitalization of any franchise or permit whatsoever or the right to own, operate or enjoy any such franchise or permit, in excess of the amount (exclusive of any tax or annual charge) actually paid to the state or to a political subdivision thereof as the consideration for the grant of such franchise, permit or right; nor shall any contract for consolidation or lease be capitalized, nor shall any public utility hereafter issue any bonds, notes or other evidences of indebtedness against or as a lien upon any contract for consolidation or merger.

(c) The commission shall have the power to require public utilities to account for the disposition of the proceeds of all sales of stocks and stock certificates, and bonds, notes and other evidences of indebtedness, in such form and detail as it may deem advisable, and to establish such rules and regulations as it may deem reasonable and necessary to insure the disposition of such proceeds for the purpose or purposes specified in its order.

(d) All stock and every stock certificate, and every bond, note or other evidence of indebtedness, of a public utility, issued without an order of the commission authorizing the same then in effect shall be void, and likewise all stock and every stock certificate, and every bond, note or other evidence of indebtedness, of a public utility, issued with the authorization of the commission, but not conforming in its

provisions to the provisions, if any, which it is required by the order of authorization of the commission to contain, shall be void; but no failure in any other respect to comply with the terms or conditions of the order of authorization of the commission shall render void any stock or stock certificate, or any bond, note or other evidence of indebtedness, except as to a corporation or person taking the same otherwise than in good faith and for value and without actual notice.

(e) Every public utility which, directly or indirectly, issues or causes to be issued, any stock or stock certificate, or bond, note or other evidence of indebtedness, in non-conformity with the order of the commission authorizing the same, or contrary to the provisions of this act, or of the constitution of this state, or which applies the proceeds from the sale thereof, or any part thereof, to any purpose other than the purpose or purposes specified in the commission's order, as herein provided, or to any purpose specified in the commission's order in excess of the amount in said order authorized for such purpose, is subject to a penalty of not less than five hundred dollars nor more than twenty thousand dollars for each offense.

(f) Every officer, agent or employee of a public utility, and every other person who knowingly authorizes, directs, aids in, issues or executes, or causes to be issued or executed, any stock or stock certificate, or bond, note or other evidence of indebtedness, in non-conformity with the order of the commission authorizing the same, or contrary to the provisions of this act, or of the constitution of this state, or who, in any proceeding before the commission, knowingly makes any false statement or representation or with knowledge of its falsity files or causes to be filed with the commission any false statement or representation, which said statement or representation so made, filed or caused to be filed may tend in any way to influence the commission to make an order authorizing the issue of any stock or stock certificate, or any bond, note or other evidence of indebtedness, or which results in procuring from the commission the making of any such order, or who, with knowledge that any false statement or representation was made to the commission, in any proceeding, tending in any way to influence the commission to make such order, issues or executes or negotiates, or causes to be issued, executed or negotiated any such stock or stock certificate, or bond, note or other evidence of indebtedness, or who, directly or indirectly, knowingly applies, or causes or assists to be applied the proceeds or any part thereof, from the sale of any stock or stock certificate, or bond, note or other evidence of indebtedness, to any purpose not specified in the commission's order, or to any purpose specified in the commission's order in excess of the amount authorized for such purpose, or who, with knowledge that any stock or stock certificate, or bond, note or other evidence of indebtedness, has been issued or executed in violation of any of the

provisions of this act, negotiates, or causes the same to be negotiated, shall be guilty of a felony.

(g) No provision of this act, and no deed or act done or performed under or in connection therewith, shall be held or construed to obligate the State of California to pay or guarantee, in any manner whatsoever, any stock or stock certificate, or bond, note or other evidence of indebtedness, authorized, issued or executed under the provisions of this act.

(h) All stocks and stock certificates, and bonds, notes and other evidences of indebtedness issued by any public utility after this act takes effect, upon the authority of any articles of incorporation or amendments thereto or vote of the stockholders or directors filed, taken or had, or other proceedings taken or had, previous to the taking effect of this act, shall be void, unless an order of the commission authorizing the issue of such stocks or stock certificates, or bonds, notes or other evidences of indebtedness shall have been obtained from the commission prior to such issue. The commission may by its order impose such condition or conditions as it may deem reasonable and necessary.

SEC. 53. All hearings and investigations before the commission or any commissioner shall be governed by this act and by rules of practice and procedure to be adopted by the commission, and in the conduct thereof neither the commission nor any commissioner shall be bound by the technical rules of evidence. No informality in any proceeding or in the manner of taking testimony before the commission or any commissioner shall invalidate any order, decision, rule or regulation made, approved or confirmed by the commission.

SEC. 54. The commission and each commissioner shall have power to issue writs of summons, subpoenas, warrants of attachment, warrants of commitment and all necessary process in proceedings for contempt, in the like manner and to the same extent as courts of record. The process issued by the commission, or any commissioner, shall extend to all parts of the state and may be served by any person authorized to serve process of courts of record, or by any person designated for that purpose by the commission or a commissioner. The person executing any such process shall receive such compensation as may be allowed by the commission, not to exceed the fees now prescribed by law for similar services, and such fees shall be paid in the same manner as provided herein for payment of the fees of witnesses.

SEC. 55. (a) The commission and each commissioner shall have power to administer oaths, certify to all official acts, and to issue subpoenas for the attendance of witnesses and the production of papers, waybills, books, accounts, documents and testimony in any inquiry, investigation, hearing or proceeding in any part of the state. Each witness who shall appear, by order of the commission or a commissioner, shall receive for his attendance the same fees and mileage allowed by law

to a witness in civil cases, which amount shall be paid by the party at whose request such witness is subpoenaed. When any witness who has not been required to attend at the request of any party shall be subpoenaed by the commission, his fees and mileage shall be paid from the funds appropriated for the use of the commission in the same manner as other expenses of the commission are paid. Any witness subpoenaed except one whose fees and mileage may be paid from the funds of the commission, may, at the time of service, demand the fee to which he is entitled for travel to and from the place at which he is required to appear, and one day's attendance. If such witness demands such fees at the time of service, and they are not at that time paid or tendered, he shall not be required to attend before the commission or commissioner, as directed in the subpoena. All fees or mileage to which any witness is entitled under the provisions of this section may be collected by action therefor instituted by the person to whom such fees are payable. No witness furnished with free transportation shall receive mileage for the distance he may have traveled on such free transportation.

(b) The superior court in and for the county, or city and county, in which any inquiry, investigation, hearing or proceeding may be held by the commission or any commissioner shall have the power to compel the attendance of witnesses, the giving of testimony and the production of papers, including waybills, books, accounts and documents, as required by any subpoena issued by the commission or any commissioner. The commission or the commissioner before whom the testimony is to be given or produced, in case of the refusal of any witness to attend or testify or produce any papers required by such subpoena, may report to the superior court in and for the county, or city and county, in which the proceeding is pending, by petition, setting forth that due notice has been given of the time and place of attendance of said witness, or the production of said papers, and that the witness has been summoned in the manner prescribed in this act, and that the witness has failed and refused to attend or produce the papers required by the subpoena, before the commission or commissioner, in the cause or proceeding named in the notice and subpoena, or has refused to answer questions propounded to him in the course of such proceeding, and ask an order of said court, compelling the witness to attend and testify or produce said papers before the commission. The court, upon the petition of the commission or such commissioner, shall enter an order directing the witness to appear before the court at a time and place to be fixed by the court in such order, the time to be not more than ten days from the date of the order, and then and there show cause why he has not attended and testified or produced said papers before the commission. A copy of said order shall be served upon said witness. If it shall appear to the court that said subpoena was regularly issued by the commission or a commis-

sioner, the court shall thereupon enter an order that said witness appear before the commission or said commissioner at the time and place fixed in said order, and testify or produce the required papers, and upon failure to obey said order, said witness shall be dealt with as for contempt of court. The remedy provided in this subsection is cumulative, and shall not be construed to impair or interfere with the power of the commission or a commissioner to enforce the attendance of witnesses and the production of papers, and to punish for contempt in the same manner and to the same extent as courts of record.

(c) The commission or any commissioner or any party may, in any investigation or hearing before the commission, cause the deposition of witnesses residing within or without the state to be taken in the manner prescribed by law for like depositions in civil actions in the superior courts of this state and to that end may compel the attendance of witnesses and the production of books, waybills, documents, papers and accounts.

(d) No person shall be excused from testifying or from producing any book, waybill, document, paper or account in any investigation or inquiry by or hearing before the commission or any commissioner, when ordered to do so, upon the ground that the testimony or evidence, book, waybill, document, paper or account required of him may tend to incriminate him or subject him to penalty or forfeiture, but no person shall be prosecuted, punished or subjected to any penalty or forfeiture for or on account of any act, transaction, matter or thing concerning which he shall, under oath have testified or produced documentary evidence; *provided*, that no person so testifying shall be exempt from prosecution or punishment for any perjury committed by him in his testimony. Nothing herein contained shall be construed as in any manner giving to any public utility immunity of any kind.

SEC. 56. (a) Copies of all official documents and orders filed or deposited according to law in the office of the commission, certified by a commissioner or by the secretary under the official seal of the commission to be true copies of the originals, shall be evidence in like manner as the originals.

(b) Every order, authorization or certificate issued or approved by the commission under any provision of sections 38, 39, 40, 41, 43, 50, 51 or 52 of this act shall be in writing and entered on the records of the commission. Any such order, authorization or certificate, or a copy thereof, or a copy of the record of any such order, authorization or certificate, certified by a commissioner or by the secretary under the official seal of the commission to be a true copy of the original order, authorization, certificate or entry, may be recorded in the office of the recorder of any county, or city and county, in which is located the principal place of business of any public utility affected thereby, or in

which is situated any property of any such public utility, and such record shall impart notice of its provisions to all persons. A certificate under the seal of the commission that any such order, authorization or certificate has not been modified, stayed, suspended or revoked may also be recorded in the same offices in the same manner and with like effect.

SEC. 57. The commission shall charge and collect the following fees: for copies of papers and records not required to be certified or otherwise authenticated by the commission, ten cents for each folio; for certified copies of official documents and orders filed in its office, fifteen cents for each folio and one dollar for every certificate under seal affixed thereto; for certifying a copy of any report made by a public utility, two dollars; for each certified copy of the annual report of the commission, one dollar and fifty cents; for certified copies of evidence and proceedings before the commission, fifteen cents for each folio; for certificate authorizing an issue of bonds, notes or other evidences of indebtedness, one dollar for each thousand dollars of the face value of the authorized issue or fraction thereof up to one million dollars, and fifty cents for each one thousand dollars over one million dollars and up to ten million dollars, and twenty-five cents for each one thousand dollars over ten million dollars, with a minimum fee in any case of two hundred and fifty dollars; *provided*, that no fee shall be required when such issue is made for the purpose of guaranteeing, taking over, refunding, discharging or retiring any bond, note or other evidence of indebtedness up to the amount of the issue guaranteed, taken over, refunded, discharged or retired. No fees shall be charged or collected for copies of papers, records or official documents, furnished to public officers for use in their official capacity, or for the annual reports of the commission in the ordinary course of distribution, but the commission may fix reasonable charges for publications issued under its authority. All fees charged and collected under this section shall be paid, at least once each week, accompanied by a detailed statement thereof, into the treasury of the state to the credit of a fund to be known as the "Railroad Commission Fund," which fund is hereby created.

SEC. 58. The commission, each commissioner and each officer and person employed by the commission shall have the right, at any and all times, to inspect the accounts, books, papers and documents of any public utility, and the commission, each commissioner and any officer of the commission or any employee authorized to administer oaths shall have power to examine under oath any officer, agent or employee of such public utility in relation to the business and affairs of said public utility; *provided*, that any person other than a commissioner or an officer of the commission demanding such inspection shall

produce under the hand and seal of the commission his authority to make such inspection; *and provided, further*, that a written record of the testimony or statement so given under oath shall be made and filed with the commission.

SEC. 59. The commission may require, by order served on any public utility in the manner provided herein for the service of orders, the production within this state at such time and place as it may designate, of any books, accounts, papers or records kept by said public utility in any office or place without this state, or, at its option, verified copies in lieu thereof, so that an examination thereof may be made by the commission or under its direction.

SEC. 60. Complaint may be made by the commission of its own motion or by any corporation or person, chamber of commerce, board of trade, or any civic, commercial, mercantile, traffic, agricultural or manufacturing association or organization or any body politic or municipal corporation, by petition or complaint in writing, setting forth any act or thing done or omitted to be done by any public utility including any rule, regulation or charge heretofore established or fixed by or for any public utility, in violation, or claimed to be in violation, of any provision of law or of any order or rule of the commission; *provided*, that no complaint shall be entertained by the commission, except upon its own motion, as to the reasonableness of any rates or charges of any gas, electrical, water or telephone corporation, unless the same be signed by the mayor or the president or chairman of the board of trustees or a majority of the council, commission, or other legislative body of the city and county, or city or town, if any, within which the alleged violation occurred, or not less than twenty-five consumers or purchasers or prospective consumers or purchasers, of such gas, electricity, water or telephone service. All matters upon which complaint may be founded may be joined in one hearing, and no motion shall be entertained against a complaint for misjoinder of causes of action or grievances or misjoinder or nonjoinder of parties; and in any review by the courts of orders or decisions of the commission the same rule shall apply with regard to the joinder of causes and parties as herein provided. The commission shall not be required to dismiss any complaint because of the absence of direct damage to the complainant. Upon the filing of a complaint, the commission shall cause a copy thereof to be served upon the corporation or person complained of. Service in all hearings, investigations and proceedings pending before the commission may be made upon any person upon whom a summons may be served in accordance with the provisions of the Code of Civil Procedure of this state, and may be made personally or by mailing in a sealed envelope, registered, with postage prepaid. The commission

shall fix the time when and place where a hearing will be had upon the complaint and shall serve notice thereof, not less than ten days before the time set for such hearing, unless the commission shall find that public necessity requires that such hearing be held at an earlier date.

SEC. 61. (a) At the time fixed for any hearing before the commission or a commissioner, or the time to which the same may have been continued, the complainant and the corporation or person complained of, and such corporations or persons as the commission may allow to intervene, shall be entitled to be heard and to introduce evidence. The commission shall issue process to enforce the attendance of all necessary witnesses. After the conclusion of the hearing, the commission shall make and file its order, containing its decision. A copy of such order, certified under the seal of the commission, shall be served upon the corporation or person complained of, or his or its attorney. Said order shall, of its own force, take effect and become operative twenty days after the service thereof, except as otherwise provided, and shall continue in force either for a period which may be designated therein or until changed or abrogated by the commission. If an order can not, in the judgment of the commission, be complied with within twenty days, the commission may grant and prescribe such additional time as in its judgment is reasonably necessary to comply with the order, and may on application and for good cause shown, extend the time for compliance fixed in its order. A full and complete record of all proceedings had before the commission or any commissioner on any formal hearing had, and all testimony shall be taken down by a reporter appointed by the commission, and the parties shall be entitled to be heard in person or by attorney. In case of an action to review any order or decision of the commission, a transcript of such testimony, together with all exhibits or copies thereof introduced and all information secured by the commission on its own initiative and considered by it in rendering its order or decision, and of the pleadings, record and proceedings in the cause, shall constitute the record of the commission; *provided*, that on review of an order or decision of the commission, the petitioner and the commission may stipulate that a certain question or questions alone and a specified portion only of the evidence shall be certified to the supreme court for its judgment, whereupon such stipulation and the question or questions and the evidence therein specified shall constitute the record on review.

SEC. 62. Any public utility shall have a right to complain on any of the grounds upon which complaints are allowed to be filed by other parties, and the same procedure shall be adopted and followed as in other cases, except that the complaint may be heard *ex parte* by the

commission or may be served upon any parties designated by the commission.

SEC. 63. (a) No public utility shall raise any rate, fare, toll, rental or charge or so alter any classification, contract, practice, rule or regulation as to result in an increase in any rate, fare, toll, rental or charge, under any circumstances whatsoever, except upon a showing before the commission and a finding by the commission that such increase is justified.

(b) Whenever there shall be filed with the commission any schedule stating an individual or joint rate, fare, toll, rental, charge, classification, contract, practice, rule or regulation, not increasing or resulting in an increase in any rate, fare, toll, rental or charge, the commission shall have power, and it is hereby given authority, either upon complaint or upon its own initiative without complaint, at once, and if it so orders, without answer or other formal pleadings by the interested public utility or utilities, but upon reasonable notice, to enter upon a hearing concerning the propriety of such rate, fare, toll, rental, charge, classification, contract, practice, rule or regulation, and pending the hearing and the decision thereon, such rate, fare, toll, rental, charge, classification, contract, practice, rule or regulation shall not go into effect; *provided*, that the period of suspension of such rate, fare, toll, rental, charge, classification, contract, practice, rule or regulation shall not extend beyond one hundred and twenty days beyond the time when such rate, fare, toll, rental, charge, classification, contract, practice, rule or regulation would otherwise go into effect unless the commission, in its discretion, extends the period of suspension for a further period not exceeding six months. On such hearing the commission shall establish the rates, fares, tolls, rentals, charges, classifications, contracts, practices, rules or regulations proposed, in whole or in part, or others in lieu thereof, which it shall find to be just and reasonable. All such rates, fares, tolls, rentals, charges, classifications, contracts, practices, rules or regulations not so suspended shall, on the expiration of thirty days from the time of filing the same with the commission, or of such lesser time as the commission may grant, go into effect and be the established and effective rates, fares, tolls, rentals, charges, classifications, contracts, practices, rules and regulations, subject to the power of the commission, after a hearing had on its own motion or upon complaint, as herein provided, to alter or modify the same.

SEC. 64. The commission may at any time, upon notice to the public utility affected, and after opportunity to be heard as provided in the case of complaints, rescind, alter or amend any order or decision made by it. Any order rescinding, altering or amending a prior order or

decision shall, when served upon the public utility affected, have the same effect as is herein provided for original orders or decisions.

SEC. 65. In all collateral actions or proceedings, the orders and decisions of the commission which have become final shall be conclusive.

SEC. 66. After any order or decision has been made by the commission, any party to the action or proceeding, or any stockholder or bondholder or other party pecuniarily interested in the public utility affected, may apply for a rehearing in respect to any matters determined in said action or proceeding and specified in the application for rehearing, and the commission may grant and hold such rehearing on said matters, if in its judgment sufficient reason therefor be made to appear. No cause of action arising out of any order or decision of the commission shall accrue in any court to any corporation or person unless such corporation or person shall have made, before the effective date of said order or decision, application to the commission for a rehearing. Such application shall set forth specifically the ground or grounds on which the applicant considers said decision or order to be unlawful. No corporation or person shall in any court urge or rely on any ground not so set forth in said application. Any application for a rehearing made ten days or more before the effective date of the order as to which a rehearing is sought, shall be either granted or denied before such effective date, or the order shall stand suspended until such application is granted or denied. Any application for a rehearing made within less than ten days before the effective date of the order as to which a rehearing is sought, and not granted within twenty days, may be taken by the party making the application to be denied, unless the effective date of the order is extended for the period of the pendency of the application. If any application for a rehearing be granted without a suspension of the order involved, the commission shall forthwith proceed to hear the matter with all despatch and shall determine the same within twenty days after final submission, and if such determination is not made within said time, it may be taken by any party to the rehearing that the order involved is affirmed. An application for rehearing shall not excuse any corporation or person from complying with and obeying any order or decision, or any requirement of any order or decision of the commission theretofore made, or operate in any manner to stay or postpone the enforcement thereof, except in such cases and upon such terms as the commission may by order direct. If, after such rehearing and a consideration of all the facts, including those arising since the making of the order or decision, the commission shall be of the opinion that the original order or decision or any part thereof is in any respect unjust or unwarranted, or should be changed, the commission may abrogate, change or modify the same. An order or decision made after such rehearing abrogating, changing

or modifying the original order or decision shall have the same force and effect as an original order or decision, but shall not affect any right or the enforcement of any right arising from or by virtue of the original order or decision unless so ordered by the commission.

SEC. 67. Within thirty days after the application for a rehearing is denied, or, if the application is granted, then within thirty days after the rendition of the decision on rehearing, the applicant may apply to the supreme court of this state for a writ of certiorari or review (hereinafter referred to as a writ of review) for the purpose of having the lawfulness of the original order or decision or the order or decision on rehearing inquired into and determined. Such writ shall be made returnable not later than thirty days after the date of the issuance thereof, and shall direct the commission to certify its record in the case to the court. On the return day, the cause shall be heard by the supreme court, unless for a good reason shown the same be continued. No new or additional evidence may be introduced in the supreme court, but the cause shall be heard on the record of the commission as certified to by it. The review shall not be extended further than to determine whether the commission has regularly pursued its authority, including a determination of whether the order or decision under review violates any right of the petitioner under the constitution of the United States or of the State of California. The findings and conclusions of the commission on questions of fact shall be final and shall not be subject to review; such questions of fact shall include ultimate facts and the findings and conclusions of the commission on reasonableness and discrimination. The commission and each party to the action or proceeding before the commission shall have the right to appear in the review proceeding. Upon the hearing the supreme court shall enter judgment either affirming or setting aside the order or decision of the commission. The provisions of the Code of Civil Procedure of this state relating to writs of review shall, so far as applicable and not in conflict with the provisions of this act, apply to proceedings instituted in the supreme court under the provisions of this section. No court of this state (except the supreme court to the extent herein specified) shall have jurisdiction to review, reverse, correct or annul any order or decision of the commission or to suspend or delay the execution or operation thereof, or to enjoin, restrain or interfere with the commission in the performance of its official duties: *provided*, that the writ of mandamus shall lie from the supreme court to the commission in all proper cases.

SEC. 68. (a) The pendency of a writ of review shall not of itself stay or suspend the operation of the order or decision of the commission, but during the pendency of such writ, the supreme court in its discretion may stay or suspend, in whole or in part, the operation of the commission's order or decision.

(b) No order so staying or suspending an order or decision of the commission shall be made by the supreme court otherwise than upon three days' notice and after hearing, and if the order or decision of the commission is suspended, the order suspending the same shall contain a specific finding based upon evidence submitted to the court and identified by reference thereto, that great or irreparable damage would otherwise result to the petitioner and specifying the nature of the damage.

(c) In case the order or decision of the commission is stayed or suspended, the order of the court shall not become effective until a suspending bond shall first have been executed and filed with, and approved by the commission (or approved, on review, by the supreme court), payable to the people of the State of California, and sufficient in amount and security to insure the prompt payment, by the party petitioning for the review, of all damages caused by the delay in the enforcement of the order or decision of the commission, and of all moneys which any person or corporation may be compelled to pay, pending the review proceedings, for transportation, transmission, product, commodity or service in excess of the charges fixed by the order or decision of the commission, in case said order or decision is sustained. The supreme court, in case it stays or suspends the order or decision of the commission in any matter affecting rates, fares, tolls, rentals, charges or classifications, shall also by order direct the public utility affected to pay into court, from time to time, there to be impounded until the final decision of the case, or into some bank or trust company paying interest on deposits, under such conditions as the court may prescribe, all sums of money which it may collect from any corporation or person in excess of the sum such corporation or person would have been compelled to pay if the order or decision of the commission had not been stayed or suspended.

(d) In case the supreme court stays or suspends any order or decision lowering any rate, fare, toll, rental, charge or classification, the commission, upon the execution and approval of said suspending bond, shall forthwith require the public utility affected, under penalty of the immediate enforcement of the order or decision of the commission (pending the review and notwithstanding the suspending order), to keep such accounts, verified by oath, as may, in the judgment of the commission, suffice to show the amounts being charged or received by such public utility, pending the review, in excess of the charges allowed by the order or decision of the commission, together with the names and addresses of the corporations or persons to whom overcharges will be refundable in case the charges made by the public utility, pending the review, be not sustained by the supreme court. The court may, from time to time, require said party petitioning for a review to give additional security on, or to increase the said suspending bond, whenever

in the opinion of the court the same may be necessary to insure the prompt payment of said damages and said overcharges. Upon the final decision by the supreme court, all moneys which the public utility may have collected, pending the appeal in excess of those authorized by such final decision, together with interest, in case the court ordered the deposit of such moneys in a bank or trust company, shall be promptly paid to the corporations or persons entitled thereto, in such manner and through such methods of distribution as may be prescribed by the commission. If any such moneys shall not have been claimed by the corporations or persons entitled thereto within one year from the final decision of the supreme court, the commission shall cause notice to such corporations or persons to be given by publication, once a week for two successive weeks, in a newspaper of general circulation, printed and published in the city and county of San Francisco, and such other newspaper or newspapers as may be designated by the commission, said notice to state the names of the corporations or persons entitled to such moneys and the amount due each corporation or person. All moneys not claimed within three months after the publication of said notice shall be paid by the public utility, under the direction of the commission, into the state treasury for the benefit of the general fund.

SEC. 69. All actions and proceedings under this act, and all actions or proceedings to which the commission or the people of the State of California may be parties, and in which any question arises under this act, or under or concerning any order or decision of the commission, shall be preferred over all other civil causes except election causes and shall be heard and determined in preference to all other civil business except election causes, irrespective of position on the calendar. The same preference shall be granted upon application of the attorney of the commission in any action or proceeding in which he may be allowed to intervene.

SEC. 70. For the purpose of ascertaining the matters and things specified in section forty-seven of this act, concerning the value of the property of public utilities, the commission may cause a hearing or hearings to be held at such time or times and place or places as the commission may designate. Before any hearing is had, the commission shall give the public utility affected thereby at least thirty days' written notice, specifying the time and place of such hearing, and such notice shall be sufficient to authorize the commission to inquire into the matters designated in this section and in said section forty-seven of this act, but this provision shall not prevent the commission from making any preliminary examination or investigation into the matters herein referred to, or from inquiring into such matters in any other investigation or hearing. All public utilities affected shall be entitled to be heard and to introduce evidence at such hearing or hearings. The commission is em-

powered to resort to any other source of information available. The evidence introduced at such hearing shall be reduced to writing and certified under the seal of the commission. The commission shall make and file its findings of fact in writing upon all matters concerning which evidence shall have been introduced before it which in its judgment have bearing on the value of the property of the public utility affected. Such findings shall be subject to review by the supreme court of this state in the same manner and within the same time as other orders and decisions of the commission. The findings of the commission so made and filed, when properly certified under the seal of the commission, shall be admissible in evidence in any action, proceeding or hearing before the commission or any court, in which the commission, the state or any officer, department or institution thereof, or any county, city and county, municipality or other body politic and the public utility affected may be interested whether arising under the provisions of this act or otherwise, and such findings, when so introduced, shall be conclusive evidence of the facts therein stated as of the date therein stated under conditions then existing, and such facts can only be controverted by showing a subsequent change in conditions bearing upon the facts therein determined. The commission may from time to time cause further hearings and investigations to be had for the purpose of making revaluations or ascertaining the value of any betterments, improvements, additions or extensions made by any public utility subsequent to any prior hearing or investigation, and may examine into all matters which may change, modify or affect any finding of fact previously made, and may at such time make findings of fact supplementary to those theretofore made. Such hearings shall be had upon the same notice and be conducted in the same manner, and the findings so made shall have the same force and effect as is provided herein for such original notice, hearing and findings; *provided*, that such findings made at such supplemental hearings or investigations shall be considered in connection with and as a part of the original findings except in so far as such supplemental findings shall change or modify the findings made at the original hearing or investigation.

SEC. 71. (a) When complaint has been made to the commission concerning any rate, fare, toll, rental or charge for any product or commodity furnished or service performed by any public utility, and the commission has found, after investigation, that the public utility has charged an excessive or discriminatory amount for such product, commodity or service, the commission may order that the public utility make due reparation to the complainant therefor, with interest from the date of collection; *provided*, no discrimination will result from such reparation.

(b) If the public utility does not comply with the order for the payment of reparation within the time specified in such order, suit may be instituted in any court of competent jurisdiction to recover the same. All complaints concerning excessive or discriminatory charges shall be filed with the commission within two years from the time the cause of action accrues, and the petition for the enforcement of the order shall be filed in the court within one year from the date of the order of the commission. The remedy in this section provided shall be cumulative and in addition to any other remedy or remedies in this act provided in case of failure of a public utility to obey an order or decision of the commission.

SEC. 72. It is hereby made the duty of the commission to see that the provisions of the constitution and statutes of this state affecting public utilities, the enforcement of which is not specifically vested in some other officer or tribunal, are enforced and obeyed, and that violations thereof are promptly prosecuted and penalties due the state therefor recovered and collected, and to this end it may sue in the name of the people of the State of California. Upon the request of the commission, it shall be the duty of the attorney general or the district attorney of the proper county or city and county to aid in any investigation, hearing or trial had under the provisions of this act, and to institute and prosecute actions or proceedings for the enforcement of the provisions of the constitution and statutes of this state affecting public utilities and for the punishment of all violations thereof.

SEC. 73. (a) In case any public utility shall do, cause to be done or permit to be done any act, matter or thing prohibited, forbidden or declared to be unlawful, or shall omit to do any act, matter or thing required to be done, either by the constitution, any law of this state or any order or decision of the commission, such public utility shall be liable to the persons or corporations affected thereby for all loss, damages or injury caused thereby or resulting therefrom, and if the court shall find that the act or omission was wilful, the court may in addition to the actual damages award damages for the sake of example and by way of punishment. An action to recover for such loss, damage or injury may be brought in any court of competent jurisdiction by any corporation or person.

(b) No recovery as in this section provided shall in any manner affect a recovery by the state of the penalties in this act provided or the exercise by the commission of its power to punish for contempt.

SEC. 74. (a) This act shall not have the effect to release or waive any right of action by the state, the commission, or any person or corporation for any right, penalty or forfeiture which may have arisen or accrued or may hereafter arise or accrue under any law of this state.

(b) All penalties accruing under this act shall be cumulative of each other, and a suit for the recovery of one penalty shall not be a bar to or affect the recovery of any other penalty or forfeiture or be a bar to any criminal prosecution against any public utility, or any officer, director, agent or employee thereof, or any other corporation or person, or be a bar to the exercise by the commission of its power to punish for contempt.

SEC. 75. Whenever the commission shall be of the opinion that any public utility is failing or omitting or about to fail or omit, to do anything required of it by law, or by any order, decision, rule, direction or requirement of the commission, or is doing anything or about to do anything, or permitting anything or about to permit anything to be done, contrary to or in violation of law or of any order, decision, rule, direction or requirement of the commission, it shall direct the attorney of the commission to commence an action or proceeding in the superior court in and for the county, or city and county, in which the cause or some part thereof arose, or in which the corporation complained of, if any, has its principal place of business, or in which the person, if any, complained of, resides, in the name of the people of the State of California, for the purpose of having such violations or threatened violations stopped and prevented, either by mandamus or injunction. The attorney of the commission shall thereupon begin such action or proceeding by petition to such superior court, alleging the violation or threatened violation complained of, and praying for appropriate relief by way of mandamus or injunction. It shall thereupon be the duty of the court to specify a time, not exceeding twenty days after the service of the copy of the petition, within which the public utility complained of must answer the petition, and in the mean time said public utility may be restrained. In case of default in answer, or after answer, the court shall immediately inquire into the facts and circumstances of the case. Such corporations or persons as the court may deem necessary or proper to be joined as parties, in order to make its judgment, order or writ effective, may be joined as parties. The final judgment in any such action or proceeding shall either dismiss the action or proceeding or direct that the writ of mandamus or injunction issue or be made permanent as prayed for in the petition, or in such modified or other form as will afford appropriate relief. An appeal may be taken to the supreme court from such final judgment in the same manner and with the same effect, subject to the provisions of this act, as appeals are taken from judgments of the superior court in other actions for mandamus or injunction.

SEC. 76. (a) Any public utility which violates or fails to comply with any provision of the constitution of this state or of this act, or

which fails, omits or neglects to obey, observe or comply with any order, decision, decree, rule, direction, demand or requirement or any part or provision thereof, of the commission, in a case in which a penalty has not hereinbefore been provided for such public utility, is subject to a penalty of not less than five hundred dollars nor more than two thousand dollars for each and every offense.

(b) Every violation of the provisions of this act or of any order, decision, decree, rule, direction, demand or requirement of the commission, or any part or portion thereof by any corporation or person is a separate and distinct offense, and in case of a continuing violation each day's continuance thereof shall be and be deemed to be a separate and distinct offense.

(c) In construing and enforcing the provisions of this act relating to penalties, the act, omission or failure of any officer, agent or employee of any public utility, acting within the scope of his official duties or employment, shall in every case be and be deemed to be the act, omission or failure of such public utility.

SEC. 77. Every officer, agent or employee of any public utility, who violates or fails to comply with, or who procures, aids or abets any violation by any public utility of any provision of the constitution of this state or of this act, or who fails to obey, observe or comply with any order, decision, rule, direction, demand or requirement or any part or provision thereof, of the commission, or who procures, aids or abets any public utility in its failure to obey, observe and comply with any such order, decision, rule, direction, demand or requirement, or any part or provision thereof in a case in which a penalty has not hereinbefore been provided for such officer, agent or employee, is guilty of a misdemeanor and is punishable by a fine not exceeding one thousand dollars, or by imprisonment in a county jail not exceeding one year, or by both such fine and imprisonment.

SEC. 78. Every corporation, other than a public utility, which violates any provision of this act, or which fails to obey, observe or comply with any order, decision, rule, direction, demand or requirement, or any part or provision thereof, of the commission, in a case in which a penalty has not hereinbefore been provided for such corporation, is subject to a penalty of not less than five hundred dollars nor more than two thousand dollars for each and every offense.

SEC. 79. Every person who, either individually, or acting as an officer, agent or employee of a corporation other than a public utility, violates any provision of this act, or fails to observe, obey or comply with any order, decision, rule, direction, demand or requirement, or any part or portion thereof, of the commission, or who procures, aids or abets any such public utility in its violation of this act, or in its failure to

obey, observe or comply with any such order, decision, rule, direction, demand or requirement, or any part or portion thereof, in a case in which a penalty has not hereinbefore been provided for such person, is guilty of a misdemeanor, and is punishable by a fine not exceeding one thousand dollars, or by imprisonment in a county jail not exceeding one year, or by both such fine and imprisonment.

SEC. 80. Actions to recover penalties under this act shall be brought in the name of the people of the State of California, in the superior court in and for the county, or city and county, in which the cause or some part thereof arose, or in which the corporation complained of, if any, has its principal place of business, or in which the person, if any, complained of, resides. Such action shall be commenced and prosecuted to final judgment by the attorney of the commission. In any such action, all penalties incurred up to the time of commencing the same may be sued for and recovered. In all such actions, the procedure and rules of evidence shall be the same as in ordinary civil actions, except as otherwise herein provided. All fines and penalties recovered by the state in any such action, together with the costs thereof, shall be paid into the state treasury to the credit of the general fund. Any such action may be compromised or discontinued on application of the commission upon such terms as the court shall approve and order.

SEC. 81. Every public utility, corporation or person which shall fail to observe, obey or comply with any order, decision, rule, regulation, direction, demand or requirement, or any part or portion thereof, of the commission or any commissioner shall be in contempt of the commission, and shall be punishable by the commission for contempt in the same manner and to the same extent as contempt is punished by courts of record. The remedy prescribed in this section shall not be a bar to or affect any other remedy prescribed in this act, but shall be cumulative and in addition to such other remedy or remedies.

SEC. 82. This act shall not affect such powers of control over any public utility vested in any city and county or incorporated city or town as, at an election to be held pursuant to laws to be hereafter passed by the legislature, a majority of the qualified electors voting thereon of such city and county, or incorporated city or town, shall vote to retain, and until such election such powers shall continue unimpaired in such city and county or incorporated city or town; but if the vote so taken shall not favor the continuation of such powers, they shall thereafter vest in the commission; *provided*, that where any such city and county or incorporated city or town shall have elected to continue any powers respecting public utilities, it may, by a vote of a majority of its qualified electors voting thereon, thereafter surrender such powers to the commission in the manner to be prescribed by the legislature; or if such municipal corporation shall have surrendered any powers to

the commission, it may, by like vote, thereafter reinvest itself with such power.

SEC. 83. (a) This act shall not affect pending actions or proceedings brought by or against the people of the State of California or the commission, or by any other person or corporation under the provisions of chapters 20 or 386 of the laws of 1911, but the same may be prosecuted and defended with the same effect as though this act had not been passed. Any investigation, hearing, or examination undertaken, commenced, instituted or prosecuted prior to the taking effect of this act may be conducted and continued to a final determination in the same manner and with the same effect as if it had been undertaken, commenced, instituted or prosecuted in accordance with the provisions of this act. All proceedings hitherto taken by the commission in any such investigation, hearing or examination are hereby ratified, approved, validated and confirmed and all such proceedings shall have the same force and effect as if they had been undertaken, commenced, instituted, and prosecuted under the provisions of this act and in the manner herein prescribed.

(b) No cause of action arising under the provisions of chapters 20 or 386 of the laws of 1911 shall abate by reason of the passage of this act, whether a suit or action has been instituted thereon at the time of the taking effect of this act or not, but actions may be brought upon such causes in the same manner, under the same terms and conditions, and with the same effect as though said chapters had not been repealed.

(c) All orders, decisions, rules or regulations heretofore made, issued or promulgated by the commission shall continue in force and have the same effect as though they had been lawfully made, issued or promulgated under the provisions of this act.

(d) This act, in so far as it embraces the same subject matter, shall be construed as a continuation of chapter 20 of the laws of 1911, approved February 10, 1911, and chapter 386 of the laws of 1911, approved April 6, 1911.

SEC. 84. If any section, subsection, sentence, clause or phrase of this act is for any reason held to be unconstitutional, such decision shall not affect the validity of the remaining portions of this act. The legislature hereby declares that it would have passed this act, and each section, subsection, sentence, clause and phrase thereof, irrespective of the fact that any one or more other sections, subsections, sentences, clauses or phrases be declared unconstitutional.

SEC. 85. Neither this act nor any provision thereof, except when specifically so stated, shall apply or be construed to apply to commerce with foreign nations or commerce among the several states of this union, except in so far as the same may be permitted under the provisions of the constitution of the United States and the acts of Congress.

SEC. 86. All moneys which are paid into the state treasury by the commission up to and including the thirtieth day of June, 1913, under the provisions of section 57 of this act, and credited to the railroad commission fund, are hereby appropriated, to be used by the commission in carrying out the provisions of this act, and the controller is hereby directed to draw his warrant on said fund from time to time in favor of the commission for the amounts expended under its direction, and the treasurer is hereby authorized and directed to pay the same.

SEC. 87. The railroad commission act, approved February 10, 1911, and the act entitled "An act to amend the railroad commission act by amending section fifteen thereof relating to powers and duties of the railroad commission of the State of California, and to amend section thirty-seven thereof relating to free and reduced-rate transportation for freight and passengers," approved April 6, 1911, and all acts or parts of acts inconsistent with the provisions of this act, are hereby repealed.

SEC. 88. This act shall take effect ninety days after the final adjournment of this session of the legislature.

Rules of Practice and Procedure Governing Formal Matters Before the Railroad Com- mission of the State of California.

[Adopted March 13, 1912. Effective March 23, 1912.]

The following rules of practice and procedure are adopted by the Railroad Commission of the State of California in accordance with the provisions of section 53 of the Public Utilities Act:

RULE I. DEFINITIONS.

1. The term "public utility," when used in these rules, includes every common carrier, pipe line corporation, gas corporation, electrical corporation, telephone corporation, telegraph corporation, water corporation, wharfinger and warehouseman, as those terms are defined in section 2 of the Public Utilities Act.

2. The term "Commission," when used in these rules, means the Railroad Commission of the State of California.

3. The term "formal proceeding," when used in these rules, means a proceeding which contemplates a hearing before the Commission or a commissioner sitting in a judicial or quasi-judicial capacity. A formal proceeding may be either (a) a complaint or (b) an application.

4. The term "complaint," when used in these rules, means a formal proceeding, whether brought upon the Commission's own motion or upon complaint of a third party, having for its object the rendition of an order or decision which can be enforced by the Commission.

5. The term "application," when used in these rules, means a formal proceeding brought by a public utility, for the purpose of securing the Commission's authorization or permission to perform an act.

6. The term "financial condition," when used in these rules with reference to an application, means the financial condition of the applicant as shown by a schedule or schedules annexed to the petition and properly referred to therein, and showing:

- (a) Amount and kinds of stock authorized.
- (b) Amount and kinds of stock issued and outstanding.
- (c) Terms of preference of all preferred stock, whether cumulative or participating, or on dividends or assets, or otherwise.
- (d) Brief description of each mortgage upon property of applicant, giving date of execution, name of mortgagor, name of mortgagee or trustee, amount of indebtedness authorized to be secured thereby and amount of indebtedness actually secured.

(e) Number and amount of bonds authorized and issued, giving name of the public utility which issued the same, describing each class separately, giving date of issue, par value, rate of interest, date of maturity and how secured.

(f) Other indebtedness, giving same by classes and describing security, if any, with a brief statement of the devolution or assumption of any portion of such indebtedness upon or by any corporation or person, if the original liability has been transferred.

(g) Amount of interest paid during previous fiscal year and rate thereof, with amount paid at each rate, if different rates were paid, upon each issue of indebtedness.

(h) Rate and amount of dividends paid during the five previous fiscal years and the amount of capital stock on which dividends were paid each year.

(i) Detailed statement of earnings and expenditures for and balance sheet showing conditions at close of the last fiscal year, unless already filed with the Commission as part of the annual report, in which case a reference to the filing should be given.

RULE II. SESSIONS OF COMMISSION.

The office of the Commission shall be in San Francisco, California, and shall always be open, legal holidays and non-judicial days excepted. The regular monthly session of the Commission shall be held in its office on the second Tuesday of every month at 10.30 o'clock a. m., at which time any person having business with the Commission may appear and be heard. The Commission will hold other sessions at San Francisco and elsewhere in the State of California at such times as it may designate. The sessions of the Commission shall be public.

RULE III. SECRETARY TO FURNISH INFORMATION.

The Commission's secretary will, upon request, advise as to the form of complaint, petition, answer or other documents necessary to be filed in any formal proceeding, and furnish such information from the files of the Commission as will conduce to a full presentation of material facts.

RULE IV. FORMAL PROCEEDINGS—GENERAL MATTERS APPLICABLE TO ALL.

1. *Address of Commission.* All communications should be addressed to "Railroad Commission of the State of California, San Francisco, California."

2. *Case Numbers.* The secretary shall assign to each formal proceeding a number which the parties shall, before filing, place on all subsequent papers in such proceeding.

3. *Form and Size of Papers Filed.* All pleadings filed with the Commission in formal proceedings shall be printed or typewritten on one side of the paper only, and, as far as practicable, shall be upon paper 8½ by 13 inches in size. Each line and page shall be numbered.

4. *Amendments.* The Commission may, in its discretion, allow any pleading to be amended or corrected or any omission therein to be supplied

5. *Subpœnas.* Subpœnas requiring the attendance of a witness from any place in the state to any designated place of hearing, for the purpose of taking the testimony of such witness orally before the Commission or one or more commissioners may be issued by any commissioner or the secretary.

Subpœnas for the production of books, accounts, papers, waybills and other documents (unless issued upon the Commission's own motion) will only be issued upon application in writing, stating, as nearly as possible, the books, accounts, papers, waybills or other documents desired to be produced.

6. *Service of Papers.* Personal service of papers in all hearings, investigations and formal proceedings pending before the Commission may be made upon any person upon whom a summons may be served in accordance with the provisions of the Code of Civil Procedure of this state. Service may also be made by mailing in a sealed envelope, registered, with postage prepaid, addressed to any party to such hearing, investigation or formal proceeding or to any person upon whom a summons may be served in accordance with the provisions of the Code of Civil Procedure. If service is made by mailing, and an act is to be performed within a specified time after service, the time for the performance of the act shall begin to run at the time the registered letter is received. When any party has appeared by attorney, service upon the attorney will be deemed proper service upon such party.

7. *Filing or Entry and Service of Orders.* Each order, authorization or certificate made, issued or approved by the Commission shall be in writing and shall be filed with or entered on the records of the Commission, in accordance with the provisions of the Public Utilities Act, and a copy thereof, certified by the secretary under the seal of the Commission, shall be served upon or delivered to the corporation or person complained of, or the applicant, or his or its attorney.

8. *Intervention.* In any formal proceeding, the Commission may permit any corporation, association, body politic or person to intervene and be heard, after opportunity has been given to the party or parties to such proceeding to be heard on such intervention. Leave thus granted shall entitle the intervenor to have notice of and to appear

at the taking of testimony, to produce and cross-examine witnesses, and to be heard in person or by counsel on the argument.

RULE V. COMPLAINTS—CONTENTS AND PROCEEDINGS UP TO HEARING.

1. *Who May Complain.* Complaint may be made by the Commission of its own motion or by any corporation or person, chamber of commerce, board of trade, or any civic, commercial, mercantile, traffic, agricultural or manufacturing association or organization or any body politic or municipal corporation, by complaint in writing, setting forth any act or thing done or omitted to be done by any public utility in violation, or claimed to be in violation, of any provision of law or of any order or rule of the Commission.

(a) Any public utility shall have the right to complain on any of the grounds upon which complaint may be made by other parties.

2. *Contents of Complaint.* Each complaint shall show the venue, "Before the Railroad Commission of the State of California," shall bear a heading showing the name of the complainant and the name of the defendant and shall state—

(a) The full name and post office address of the complainant.

(b) The full name and post office address of the defendant.

(c) Fully, clearly and with reasonable certainty the act or thing done or omitted to be done, of which complaint is made, with a reference, where practicable, to the law, order or rule, and the section or sections thereof, of which a violation is claimed.

(d) Such other matters or facts, if any, as may be necessary to acquaint the Commission fully with the details of the alleged violation.

3. *Signature of Complainant.*

(a) The complaint shall be signed by the complainant or his attorney, if any, and shall show the name and post office address of such attorney and shall be verified. Complaints by unincorporated associations may be verified by any officer or director thereof.

(b) Except upon its own motion, the Commission will entertain no complaint as to the reasonableness of any rates or charges of any gas, electrical, water or telephone corporation, other than a complaint of the corporation itself, unless the same be signed by the mayor or the president or the chairman of the board of trustees or a majority of the council, commission, or other legislative body of the city and county, or city or town, if any, within which the alleged violation occurred, or not less than twenty-five consumers or purchasers or prospective consumers or purchasers of such gas, electricity, water or telephone service.

4. *Copies to Accompany Complaint.* At the time complainant files his original complaint, he must also file copies thereof equal in number

to one more than twice the number of corporations or persons to be served.

5. *Procedure of Commission on Filing of Complaint.* Upon the filing of such complaint, the Commission shall immediately mail a copy thereof to the defendant or defendants and shall also examine the same to ascertain whether it establishes a *prima facie* case and conforms to these rules. At any time within five days after the receipt by a defendant of such copy of such complaint, he may, in writing, call the Commission's attention to any defects therein, but this privilege shall not in any wise, unless the Commission specifically so orders, extend the time within which such defendant is required to satisfy the complaint or to answer. If the Commission is of the opinion that the complaint does not establish a *prima facie* case or does not conform to these rules, it shall notify the complainant or his attorney to that effect, and opportunity may be given to amend the complaint within a specified time. If the complaint is not so amended within such time or such extension thereof as the Commission, for good cause shown, may grant, it will be dismissed.

If the Commission is of the opinion that such complaint, either as originally filed or as amended, does establish a *prima facie* case and conform to these rules, the Commission shall serve upon each corporation or person complained of, an order under the hand of its secretary and attested by its seal, accompanied by a copy of said complaint, directed to such corporation or person and requiring that the matter complained of be satisfied, or that the complaint be answered in writing within ten days from the date of service of such order, provided that the Commission may, in particular cases, require the answer to be filed within a shorter time.

6. *Satisfaction of Complaint.* If the defendant desires to satisfy the complaint, he may submit to the Commission, within the time allowed for the satisfaction or answer, a statement of the relief which he is willing to give. On the acceptance of this offer by the complainant and the approval of the Commission, no further proceedings need be taken.

7. *Answer to Complaint.* If satisfaction be not made as aforesaid, the corporation or person complained of must, within the time specified in the order or such extension thereof as the Commission, for good cause shown, may grant, file an answer to the complaint, with admission of service by complainant or his attorney endorsed thereon, or an affidavit of service. The answer must contain a specific denial of such material allegations of the complaint as controverted by the defendant and also a statement of any new matter constituting a defense. If the answering party has no information or belief upon the subject sufficient to enable him to answer an allegation of the complaint, he

may so state in his answer and place his denial upon that ground. The filing of an answer will not be deemed an admission of the sufficiency of the petition, but a motion to dismiss may be made at the hearing.

RULE VI. HEARINGS AND REHEARINGS—IN ALL FORMAL PROCEEDINGS.

1. *When Hearings Will Be Given.* Except as otherwise determined in specific cases, the Commission will grant a hearing in the following classes of cases:

(a) When an order to satisfy a complaint or to make answer thereto has been made and the corporation or person complained of has not satisfied the cause of complaint. (Rule V.)

(b) When an application has been made in a formal proceeding.

2. *Notice of Place of Hearing.*

(a) Notice of the day and hour of a hearing shall be served at least ten days before the time set therefor, unless the Commission shall find that public necessity requires the hearing to be held at an earlier date. Hearings shall be held in the office of the Commission in San Francisco unless elsewhere specified in the notice.

(b) In formal applications, the Commission may, in its discretion, give all other corporations or persons who may be affected thereby an opportunity to be heard, either by service upon them of a copy of the petition or by publication of the substance thereof, at the expense of the applicant, for such length of time and in such newspaper or newspapers as the Commission may designate. In such cases, the form of the notice must be submitted to the secretary of the Commission for approval, and proof of the publication thereof must be filed with the secretary at or before the hearing.

3. *Stipulation as to Facts.* The parties to any proceeding or investigation before the Commission may, by stipulation in writing filed with the Commission or entered in the record, agree upon the facts or any portion thereof involved in the controversy, which stipulation shall be regarded and used as evidence at the hearing. It is desirable that the facts be thus agreed upon whenever practicable. The Commission may in such cases require such additional evidence as it may deem necessary.

4. *Procedure at Hearings.*

(a) Witnesses will be examined orally and under oath before the Commission or a commissioner unless the facts are stipulated or the Commission or commissioner otherwise orders.

(b) The complainant must establish the facts upon which he bases his complaint, unless the defendant admits the same or fails to answer the complaint. The defendant must likewise give evidence of the facts alleged in the answer, unless admitted by the complainant, and must fully disclose its defense at the hearing. In case of failure to answer,

the Commission will take such proof of the facts as may be deemed proper and reasonable and make such order thereon as the circumstances of the case may require.

(c) If documentary evidence is offered, the Commission, in lieu of requiring the originals to be filed, may, in its discretion, accept certified, or otherwise authenticated, copies of such documents or such portions of the same as may be relevant, or may require such evidence to be transcribed as part of the record.

5. *Adjournments.* Hearings may be adjourned from time to time by or at the direction of the Commission or a commissioner.

6. *Briefs.* The Commission or a commissioner may require the submission of briefs.

7. *Investigations on Commission's Own Motion.* The Commission may at any time, of its own motion, make investigations and order hearings into any act or thing done or omitted to be done by any public utility, which the Commission may believe is in violation of any provision of law or of any order or rule of the Commission. It may also, through its own experts or employees, or otherwise, secure such evidence as it may consider necessary or desirable in any formal proceeding in addition to the evidence presented by the parties.

8. *Rehearings.* Any party to a formal proceeding or any stockholder or bondholder or other party pecuniarily interested in the public utility affected may apply for a rehearing as to any matters determined by the Commission and specified in the application for the rehearing, and the Commission may grant and hold such rehearing on said matters, if in its judgment sufficient reason therefor be made to appear. Such application shall set forth specifically the ground or grounds on which the applicant considers the Commission's decision or order to be unlawful or erroneous. Rehearings must be asked for before the effective date of the decision or order complained of. In further respects, rehearings will be governed by the provisions of section 66 of the Public Utilities Act.

RULE VII. SWITCH CONNECTIONS AND SPURS—COMPLAINTS FOR.

When complaint is made for the installation of a switch connection or spur, under the provisions of section 39 of the Public Utilities Act:

1. The complaint, in addition to the requirements of rule V, 2, must state:

(a) Character and amount of business which will probably be tendered at such connection or spur.

(b) Length of track necessary to be built by defendant and the cost of the same.

2. With the complaint shall be filed:

(a) Map on scale of not less than 100 feet per inch, showing location of existing tracks; property lines; buildings and structures in the vicinity; and the location and length of the proposed switch connection or spur. Such map should be filed in triplicate; one copy shall be on tracing linen unless waived by the Commission.

RULE VIII. VALUE OF PROPERTY OF PUBLIC UTILITIES.

Formal proceedings instituted by the Commission to ascertain the value of the property of a public utility shall be conducted as specified in section 70 of the Public Utilities Act. Whenever in any formal proceeding the value of the property or a portion thereof of a public utility becomes relevant and pertinent, the Commission may, through its own experts and employees, or otherwise, investigate and ascertain such value.

RULE IX. APPLICATIONS—GENERAL MATTERS APPLICABLE TO ALL.

1. *Contents of Application.* All formal applications must be by petition in writing, signed by the applicant and duly verified. The petition must set forth the full name and post office address of the applicant and must show the full name and address of its attorney, if any, and must contain the facts on which the application is based, with a request for the order, authorization, permission or certificate desired and a reference to the particular provision of law requiring or providing for the same. Three copies of the petition shall be filed with the original, except in applications covered by Rules XVII, XVIII, XIX and XX, in which cases the original petition alone need be filed.

The petition must contain such further statements as may be required by any provision of law or of these rules and must show in detail compliance therewith.

If the applicant is a corporation, there must be annexed to the petition a certified or verified copy of its articles of incorporation or charter and all amendments thereof, except in applications covered by Rules XVII, XVIII, XIX and XX. If maps or profiles are filed with the petition, they must always be filed in triplicate and one copy thereof shall be on tracing linen.

2. *Documents Filed with Application.* Whenever under these rules any map, profile, certificate, statement or other document is required to be filed with a petition and the same has theretofore been filed with the Commission, the petition may state the fact of such filing, with the date and the proceedings in which, or occasion on which, the filing was made.

3. *Procedure of Commission on Filing of Petition.* Upon the filing of such petition, the Commission shall examine the same to see whether

it establishes a *prima facie* case for action on the part of the Commission and conforms to these rules. If the petition fails in either of these respects, the Commission will give notice of the defects to the applicant, who may correct the same. If the petition be found to state a *prima facie* case and to comply with the rules, the Commission may make an order *ex parte* granting the application or will appoint a time and place for a hearing on the same, provided that a hearing shall always be held when provided for in the Public Utilities Act.

RULE X. RAILROAD CROSSINGS—APPLICATIONS FOR CONSTRUCTION, ALTERATION OR ABOLITION OF.

When application is made for the construction, alteration or abolition of crossings (1) of public roads, highways or streets by railroads, or (2) of railroads by public roads, highways or streets, or (3) of railroads by railroads, or (4) of railroads by street railroads, or (5) of street railroads by railroads, or (6) of public roads or highways by street railroads, or (7) of street railroads by public roads or highways, under the provisions of section 43 of the Public Utilities Act.

1. The petition, in addition to the requirements of Rule IX, must state:

(a) If the application is for a crossing at grade, such facts, data and estimates of cost as tend to show that it is not reasonable or practicable to effect a separation of grades.

(b) Such safety device or other protection, if any, as the applicant may believe should be installed, with detailed information concerning the same.

2. With the petition shall be filed:

(a) Map on scale of not less than 200 feet per inch, showing accurately the location of all tracks, buildings, structures, property lines, streets and roads in the vicinity of the proposed crossing.

(b) Profiles showing ground lines and proposed grade lines of approaches on such public roads, highways or streets, railroads or street railroads as may be affected by the proposed crossing. In case of a contemplated crossing of a railroad by a railroad, the profile of each railroad shall show the customary information for not less than one (1) mile on each side of the proposed crossing.

RULE XI. SAFETY DEVICES AT RAILROAD CROSSINGS—APPLICATIONS FOR.

Whenever a railroad or street railroad desires to protect any crossing which it may have at grade with another railroad or street railroad, with an interlocking or other safety device, it may make application to the Commission for an order approving such device and directing its construction and also prescribing the division of the cost of construction, maintenance and operation of the same.

1. The petition, in addition to the requirements of Rule IX, must state:

(a) The kind of device proposed, with a description thereof and an estimate of the cost of its construction and operation.

(b) The average number of trains of each class, and of cars in case of street railroads, operated daily over the crossing by each railroad over a period of not less than thirty (30) days.

2. With the petition shall be filed:

(a) Map on scale of not less than 100 feet per inch, showing the location of main tracks, the length and location of all switches, sidings and spur tracks, all buildings and obstructions to the view in the vicinity, the proposed location of tower, if any, and the proposed location of all derails, switches, signals and detector bars, which are proposed to be operated by the device.

(b) A profile of each railroad or street railroad, showing the customary information for not less than one (1) mile on each side of the crossing, in case of railroads, and not less than 1,000 feet in case of street railroads.

(c) Copies of such contracts or agreements, if any, as may have been entered into relating to the construction or protection of the crossing.

RULE XII. NEW CONSTRUCTION OR EXTENSIONS—APPLICATION FOR.

When application is made by a street railroad corporation, gas corporation, electrical corporation, telephone corporation or water corporation for a certificate that the present or future public convenience or necessity require, or will require a proposed new construction or an extension, in the cases specified in section 50a of the Public Utilities Act,

1. The petition, in addition to the requirements of Rule IX, must state:

(a) The proposed location, route or routes, the method of construction, and the names of all public utility corporations or persons with whom the proposed new construction or extension is likely to compete.

(b) The facts showing that the proposed new construction or extension is or will be required by public convenience and necessity.

(c) The manner, in detail, in which it is proposed to finance the proposed new construction or extension.

2. With the petition shall be filed:

(a) Map to suitable scale, showing the location or route of the proposed new construction or extension with its relation to other public utilities with which the same is likely to compete, which map shall contain all data necessary for a complete understanding of the situation.

(b) When the consent, franchise or permit of a county, city and county, municipal or other public authority is necessary, a certified copy of the application therefor and of the ordinance or other document

granting such consent, franchise or permit. If it is impossible to file a copy of the application, the facts rendering such filing impossible shall be stated.

RULE XIII. FRANCHISES AND PERMITS—APPLICATIONS FOR PERMISSION TO EXERCISE.

When application is made by a street railroad corporation, gas corporation, electrical corporation, telephone corporation or water corporation for a certificate that public convenience and necessity require the exercise of a right or privilege under a franchise or permit, in the cases specified in section 50b of the Public Utilities Act,

1. The petition, in addition to the requirements of Rule IX, must state:

(a) The financial condition of the applicant as defined in Rule I, 6.

(b) The facts showing the proceedings theretofore taken with reference to franchise or permit for which permission and approval are sought.

(c) If the application is for permission to exercise a right or privilege under any franchise or permit granted prior to March 23, 1912, but not theretofore exercised, or the exercise of which has been suspended for more than one year, the reason why such right or privilege has not been exercised or has been suspended.

(d) The facts showing that the exercise of such right or privilege under such franchise or permit is required by the public convenience and necessity.

2. With the petition shall be filed:

(a) A certified copy of the written application to the proper county, city and county, municipal or other public authority for its consent, franchise or permit and of the ordinance or other document, if any has been secured, granting such consent, franchise or permit. If it is impossible to file a copy of the application, the facts rendering such filing impossible shall be stated.

(b) Map to suitable scale, showing the streets, avenues and all other places and property in or upon or along which it is proposed to exercise such franchise or permit.

3. If a public utility desires to exercise a right or privilege under a franchise or permit which it contemplates securing, but which has not as yet been granted to it, such public utility may apply to the Commission for an order preliminary to the issue of the certificate. The Commission will, in its discretion, thereupon make an order declaring that it will thereafter upon application issue the desired certificate, upon such terms and conditions as it may designate, after the public utility has obtained the contemplated franchise or permit. Upon the presentation to the Commission of evidence satisfactory to it that such franchise or

permit has been secured by such public utility, the Commission will thereupon issue such certificate.

RULE XIV. SALE, LEASE, ASSIGNMENT, MORTGAGE OR OTHER DISPOSITION OF PROPERTY—APPLICATION FOR.

When application is made by a railroad corporation, street railroad corporation, pipe line corporation, gas corporation, electrical corporation, telephone corporation, telegraph corporation or water corporation for an order authorizing the sale, lease, assignment, mortgage or other disposition of the whole or any part of its railroad, street railroad, line, plant or system, necessary or useful in the performance of its duties to the public, or any franchise or permit or any right thereunder, or by any means whatsoever, direct or indirect, the merger or consolidation of its property, franchises or permits or any part thereof, with any other public utility, in the cases specified in section 51a of the Public Utilities Act,

1. The petition must be made by all the parties to the proposed transaction and, in addition to the requirements of Rule IX, must state:

(a) The financial condition of each applicant, as defined in Rule I, 6.

(b) In detail the reasons upon the part of each applicant for entering into the proposed sale, lease, assignment, mortgage or other disposition of such property, franchise or permit and all the facts warranting the same and showing that it is for the benefit of the public service.

2. With the petition shall be filed:

(a) A copy of the proposed contract, agreement, lease or mortgage, and if prior agreements have been made between the parties relating to the same subject-matter, copies of such agreements must be filed with the petition or referred to as already on file with the Commission.

RULE XV. ACQUISITION OF PART OR ALL OF CAPITAL STOCK OF ANOTHER UTILITY—APPLICATIONS FOR.

When application is made by any public utility for authorization to purchase or acquire, take or hold any part of the capital stock of any other public utility, under the provisions of section 51b of the Public Utilities Act,

1. The petition must be made by the public utility proposing to purchase, acquire, take or hold the stock, and in addition to the requirements of Rule IX, must state:

(a) The financial condition of the applicant and of the corporation whose stock is sought to be purchased, acquired, taken or held, as defined in Rule I, 6.

(b) The reasons why the applicant desires to secure the stock, and the amount of the stock of the public utility affected already owned or held by applicant, if any.

(c) Price proposed to be paid for the stock, the terms of payment with the market value thereof, the highest and lowest price during the period of at least one year prior to the application, and dividends, if any, paid for a period of five years.

RULE XVI. STOCKS, BONDS, NOTES AND OTHER EVIDENCES OF INDEBTEDNESS—APPLICATIONS FOR ORDER AUTHORIZING ISSUE OF.

When application is made by any public utility for an order authorizing the issue of stock or stock certificates, or bonds, notes or other evidences of indebtedness payable at periods of not more than twelve months after the date thereof, under the provisions of section 52 of the Public Utilities Act.

1. The petition, in addition to the requirements of Rule IX, shall state:

(a) The financial condition of the applicant as defined in Rule I. 6, and a description of the railroad, street railroad, line, plant or system, and equipment of the applicant, with its original cost, where possible, and its cost to the applicant, and the amount of its stock held by other corporations and their names, and the kind of stock held by each. If it is impossible to state the original cost, the facts creating such impossibility shall be stated.

(b) The amount and kind of stock, if any, which the public utility desires to issue, and, if preferred, the nature and extent of the preference: the amount of bonds, notes or other evidences of indebtedness, if any, which the public utility desires to issue, with terms, rate of interest, and whether and how to be secured.

(c) The use to which the capital to be secured by the issue of such stock or stock certificates, or bonds, notes or other evidences of indebtedness is to be put, with a definite statement of how much is to be used severally for the acquisition of property, the construction, completion, extension or improvement of facilities, the improvement of service, the maintenance of service, the discharge or refunding of obligations, and the reimbursement of moneys actually expended from income or from any other moneys in the treasury, as provided by section 52 of the Public Utilities Act.

(d) The property in detail which is to be acquired, with its value, a detailed description of the contemplated construction, completion, extension or improvement of facilities set forth in such a manner that an estimate of cost may be made, a statement of the character of the improvement of service proposed, and of the reasons why the service should be maintained from its capital. If it is proposed to discharge or refund obligations or to reimburse moneys actually expended, a statement of the nature and description of such obligations and expendi-

tures, including the par value of the obligations and the amount for which they were actually sold and the application of the proceeds and of the moneys expended, showing when, to whom and for what paid or applied.

(e) Whether any contracts have been made for the acquisition of such property, or for such construction, completion, extension or improvement of facilities, or for the reimbursement of expenditures, or for the disposition of any of the stock or stock certificates, or bonds, notes or other evidences of indebtedness which it is proposed to issue or the proceeds thereof, and if any contracts have been made, copies thereof shall be annexed to the petition.

(f) Whether any of the outstanding stock or stock certificates or bonds, notes or other evidences of indebtedness of the public utility have been issued or used in capitalizing the right to be a corporation, or any franchise or permit, or the right to own, operate or enjoy any such franchise or permit, or any contract for consolidation or lease, and, if so, the amount thereof and the franchise, right, contract or lease so capitalized.

(g) If the stock or stock certificates are to be issued by a corporation formed by the merger or consolidation of two or more corporations, the petition shall contain a complete statement of the financial condition of the corporations so to be merged or consolidated of the kind required by subdivision (a) hereinbefore set forth, and of their capital stock at the par value thereof.

(h) Such other facts as may be pertinent to the application.

2. With the petition must be filed:

(a) A certificate or proposed certificate of proceedings at the meeting of directors and stockholders authorizing the issue of the desired securities with a copy of the mortgage, if any.

(b) A certified list of the certificates of stock already outstanding, with the shares of stock represented by each certificate, and the amounts paid to the public utility on each certificate as originally issued, either in money, labor or property, stating the amount of each.

(c) Maps, profiles, plans and plats of proposed property and construction showing—

1. In the case of railroads, including street railroads, all information required by the Commission's General Order No. 14.

2. In the case of other public utilities, such certified maps and plans as will indicate to the Commission the property to be acquired and the location, extent and character of the proposed construction.

(d) Original deeds of property or certified copies thereof covered by proposed issue, with a detailed statement of its actual cost.

(e) Certified copies of all contracts for the acquisition of proposed property and equipment and for construction, with plans and specifications of such buildings and structures as may have been designed.

(f) Complete inventory of all property and equipment proposed to be acquired, prepared upon or in accordance with blank forms and specifications prescribed by the Commission, and a statement of the cost thereof.

(g) A certified statement of all cash bonuses and other donations of property received, if any.

3. If the application is granted, in whole or in part, the Commission's order will:

(a) Prescribe the purposes and amounts for which the issue authorized or the proceeds thereof may be used.

(b) Direct the applicant to report under oath the sale or sales of the securities or obligations authorized, the terms and conditions of sale and the amounts realized therefrom.

(c) Require the applicant to make a verified report at least every six months, showing in detail the use and application by it of the moneys so realized until such moneys shall have been fully expended.

(d) Specify such condition or conditions and prescribe such terms as the Commission may deem reasonable and necessary to the exercise of its permission.

RULE XVII. INCREASES IN CHARGES—APPLICATIONS FOR PERMISSION TO MAKE.

When application is made by any public utility to raise any rate, fare, toll, rental or charge or so to alter any classification, contract, practice, rule or regulation as to result in an increase in any rate, fare, toll, rental or charge, under the provisions of section 20 of article XII of the Constitution of this State or section 63a of the Public Utilities Act,

1. The petition, in addition to the requirements of Rule IX, must state:

(a) The rates, fares, tolls, rentals or charges in effect and the increases which it is desired to make. These allegations may be made by reference to schedules accompanying the petition.

(b) The reasons for the increase, to be stated in full, so that the Commission may clearly see the justification therefor.

2. With the petition must be filed:

(a) Such schedules or data, if any, as the Commission's tariff circulars or other applicable orders may, from time to time, specify.

3. If the Commission is satisfied with the showing so made, it may take action on the application *ex parte*; otherwise it may order a hearing and give notice thereof to such corporations or persons as it may consider necessary or desirable.

**RULE XVIII. LONG AND SHORT HAUL: THIRTY DAY NOTICE RULE—
APPLICATIONS FOR RELIEF FROM.**

When application is made by a common carrier for authorization to charge less for a longer than a shorter haul over the same line or route in the same direction, under the provisions of section 21 of article XII of the Constitution of this state or of section 24a of the Public Utilities Act, or by a telegraph or telephone corporation for authorization to charge less for a longer than for a shorter distance service for the transmission of messages or conversation over the same line or route in the same direction, under the provisions of section 24b of the Public Utilities Act, or by any public utility to change a rate, fare, toll, rental, charge or classification, or a rule, regulation or contract relating to or affecting any rate, fare, toll, rental, charge, classification or service, in cases other than those covered by Rule XVII, on less than thirty days' notice, under the provisions of section 15b of the Public Utilities Act,

1. The petition, in addition to the requirements of Rule IX, must state—

(a) Such facts in connection with the matter and the reasons for the desired relief as may be specified from time to time in the Commission's tariff circulars or other applicable orders or instructions.

2. With the petition must be filed:

(a) Such schedules or data, if any, as the Commission's tariff circulars or other applicable orders or instructions may, from time to time, specify.

3. If the Commission is satisfied with the showing so made, it may take action on the application *ex parte*; otherwise it may order a hearing and give notice thereof to such corporations or persons as it may consider necessary or desirable.

**RULE XIX. EXCESSIVE OR DISCRIMINATORY CHARGES—APPLICATIONS FOR
PERMISSION TO REFUND.**

When application is made by any public utility to make reparation to any shipper or consumer on account of the rates charged to said shipper or consumer being excessive or discriminatory, under the provisions of section 21 of article XII of the Constitution of this state.

1. The petition, in addition to the requirements of Rule XI, must state:

(a) Such facts in connection with the matter as may be specified from time to time in the Commission's tariff circulars or other applicable orders or instructions.

2. With the petition shall be filed:

(a) Such admissions, undertakings or statements on the part of the applicant as the Commission's tariff circulars or other applicable orders or instructions may, from time to time, specify.

3. If the Commission is satisfied with the showing so made, it may take action on the application *ex parte*; otherwise it may order a hearing and give notice thereof to such corporations or persons as it may consider necessary or desirable.

RULE XX. EXTENSION TO TIME TO FILE REQUIRED REPORTS, STATEMENTS OR DATA, OR TO COMPLY WITH COMMISSION'S ORDERS—APPLICATION FOR.

Whenever a public utility has been required by the Commission to file any report, statement or data or to comply with any other order of the Commission within a time specified, and for any reason is unable to do so within the time specified, it must, before the expiration of such time, file with the Commission an application for extension of time, in which event—

1. The petition shall set forth in detail:

(a) What, if any, effort has been made by the applicant to prepare such report, statement or data or to comply with such order.

(b) Any facts tending to show why the said report, statement or data can not be filed or said order complied with within the time prescribed.

(c) Any other facts which may make an extension of time necessary or proper.

(d) The further period of time deemed necessary by the applicant within which to make and file such report, statement or data or to comply with such order.

2. The Commission may direct a hearing upon said petition and in that event the applicant shall attend before the Commission or the commissioner holding the hearing and produce such witnesses and documents as the Commission may require.

RULE XXI. OTHER APPLICATIONS.

All applications relating to matters over which the Commission has jurisdiction, and which are not governed by any of the preceding rules, shall be made by petition, setting forth the name and address of the applicant and the matter with reference to which the Commission's order, authorization or permission is desired. Thereupon the procedure shall be such as the Commission may prescribe.

RULE XXII. DEVIATIONS FROM RULES—AUTHORIZATIONS FOR.

In special cases, for good cause shown, the Commission may permit deviations from these rules in so far as it may find compliance therewith to be impossible or impracticable.

RULE XXIII. AMENDMENT OF RULES.

The rules may be amended at any regular session of the Commission.

RULE XXIV. FORMS PRESCRIBED FOR USE.

The following forms may be used in cases to which they are applicable, with such modifications as the circumstances may render necessary:

1. Formal Complaint.
2. Formal Application.
3. Order to Satisfy or Answer a Complaint.
4. Answer.
5. Notice of Hearing on Complaint.
6. Published Notice of Hearing on Application.

No. 1.

FORM OF FORMAL COMPLAINT

Before the Railroad Commission of the State of California.

(Insert name of complainant),

Complainant,

vs.

(Insert name of defendant),

Defendant.

No.-----

(To be inserted by the secretary of the Commission.)

COMPLAINT.

The complaint of (here insert full name of complainant) respectfully shows:

(1) That (here state occupation and post office address of complainant).

(2) That (here insert full name, occupation and post office address of defendant).

(3) That (here insert fully, clearly and with reasonable certainty the act or thing done or omitted to be done which complainant claims constitutes a cause of complaint, with reference, where practicable, to the law, order or rule, and the section or sections thereof, of which a violation is claimed).

Wherefore, complainant asks (here state specifically the relief to which complainant believes he is entitled).

Dated at -----, California, this -----day of -----, 191---

(Complainant's name.)-----
(Name and address of attorney, if any.)

STATE OF CALIFORNIA,

-----County of -----

} ss.

(Insert name of complainant or other person qualified to verify), being first duly sworn, deposes and says: that he is the complainant in the action entitled as above; that he has read the foregoing complaint and knows the contents thereof; and that the same is true of his own knowledge, except as to matters which are therein stated on information or belief, and that as to those matters he believes it to be true.

Subscribed and sworn to before me, this -----day of -----, 191---

Notary Public in and for the -----County
of -----, State of California.

No. 2.

FORM OF FORMAL APPLICATION

Before the Railroad Commission of the State of California.

In the Matter of the Application of
 (here insert name of applicant)
for (here insert desired order,
 authorization, permission or cer-
 tificate, thus: "order authorizing
 issue of stocks and bonds").

No. -----
 (To be inserted by the secre-
 tary of the Commission.)

APPLICATION.

The petition of (here insert name of applicant) respectfully shows:

1. That (here insert principal place of business or post office address, character of business and territorial extent thereof, of applicant).
2. That (here insert fully, clearly and with reasonable certainty, the facts required by these rules and any additional facts which the applicant desires to state to show the relief which he desires and the facts on which it is based).

Wherefore, petitioner asks that the Railroad Commission of the State of California (here state specifically the action which the applicant desires the Railroad Commission to take).

Dated at -----, California, this ----- day of -----, 191--.

 (Petitioner's name.)

 (Name and address of attorney, if any.)

(Verification.)

No. 3.

FORM OF ORDER TO SATISFY OR ANSWER A COMPLAINT**Before the Railroad Commission of the State of California.**

(Insert name of complainant),	}	No.-----
<i>Complainant,</i>		
vs.		
(Insert name of defendant),		
<i>Defendant.</i>		(To be inserted by the secretary of the Commission.)

ORDER TO SATISFY OR ANSWER.*To* (here insert name and address of defendant) :

You are hereby notified that a complaint has been filed in the action entitled as above against you as defendant, and you are hereby ordered to satisfy the matters therein complained of or to answer said complaint in writing within ten (10) days from the service upon you of this order and the copy of said complaint which is hereunto attached.

By order of the Railroad Commission.

Dated at San Francisco, California, this ----- day of -----, 191--.

 Secretary Railroad Commission of
 the State of California.

(Railroad Commission Seal.)

No. 5.

FORM OF NOTICE OF HEARING ON COMPLAINT

Before the Railroad Commission of the State of California.

(Insert name of complainant),

Complainant,

vs.

(Insert name of defendant),

Defendant.

No.-----

(To be inserted by the secretary of the Commission.)

NOTICE OF HEARING.

To (here insert names of all parties) :

You and each of you are hereby notified that the Railroad Commission of the State of California has set the above entitled case for hearing before Commissioner ----- on (day of week) the (day of month) day of (name of month), 191--, at ----- o'clock --, m., in the office of the Commission, Room -----, Commercial Building, San Francisco, California, at which time and place you will be given an opportunity to be heard.

By order of the Railroad Commission.

Dated at San Francisco, California, this ----- day of ----- 191--.

Secretary Railroad Commission of
the State of California.

(Railroad Commission Seal.)

No. 4.

FORM OF ANSWER TO FORMAL COMPLAINT

Before the Railroad Commission of the State of California.

(Insert name of complainant), <i>Complainant,</i>	}	No.----- (To be inserted by the secretary of the Commission.)
vs.		
(Insert name of defendant), <i>Defendant.</i>		

ANSWER.

The above named defendant, for answer to the complaint in this proceeding, respectfully states:

1. That (here follow specific denials of such material allegations of the complaint as are controverted by the defendant and also a statement of any new matter constituting a defense. Continue numbering each succeeding paragraph).

Wherefore, the defendant prays that the complaint be dismissed (or other appropriate prayer).

(Verification.)

(Name of defendant.)

No. 6.

FORM OF PUBLISHED NOTICE OF HEARING ON APPLICATION

Before the Railroad Commission of the State of California.

In the Matter of the Application of
 (here insert name of applicant)
for (here insert desired order,
 authorization, permission or cer-
 tificate).
 No. _____
 (To be inserted by the secre-
 tary of the Commission.)

NOTICE OF HEARING.

Notice is hereby given that the application of (name of applicant in full) for the (approval, determination, consent, permission, certificate or authorization) of the Railroad Commission of the State of California to (here state nature of consent asked) will be heard before Commissioner _____ at the office of the Commission in the Commercial Building, San Francisco, California, on (day of week), the (day of month) day of (name of month), 191__, at _____ o'clock --- m.

By order of the Railroad Commission.

Dated at San Francisco, California, this _____ day of _____, 191__.

 Secretary Railroad Commission of
 the State of California.

Hewitt Election Act.

Statutes of 1911, Extra Session.

CHAPTER 40.

An act to provide for submitting to the qualified electors of every city and county, or incorporated city or town, in this state the question whether such city and county, or incorporated city or town, shall retain the powers of control vested therein respecting all or any public utilities, and providing further for elections thereafter to surrender such powers in case the qualified electors of any such city and county, or incorporated city or town, shall have voted to retain such powers or to reinvest such city and county, or incorporated city or town, with such powers, in case the qualified electors thereof have voted to surrender such powers.

[Approved January 2, 1912.]

The people of the State of California do enact as follows:

SECTION 1. Any city and county, or incorporated city or town, may retain its powers of control vested therein respecting any one or more classes of public utilities and may thereafter surrender such powers to the railroad commission of the State of California, hereinafter called the railroad commission, or may reinvest itself with such powers as it may have surrendered to the railroad commission, all as in this act provided.

SEC. 2. The term "municipal corporation," as used in this act, shall be construed to mean a city and county, or an incorporated city or town. The term "legislative body," as used in this act, shall be construed to mean the board of supervisors, municipal council, commission or other legislative or governing body of a municipal corporation.

SEC. 3. The terms "railroad corporation," "street railroad corporation," "common carrier," "gas corporation," "electrical corporation," "water corporation," "telephone corporation," "telegraph corporation," "wharfinger," "warehouseman" and "public utility," as used in this act, shall severally have the same meaning as is given to them, respectively, in section 2 of the act known as the "Public Utilities Act."

SEC. 4. The question whether any municipal corporation shall retain its powers of control respecting one or more classes of public utilities may be submitted to the qualified electors of such municipal corporation, as provided in this act, either at a general municipal election or at a special election held therein. Such question may be so submitted, either in pursuance of an ordinance of intention adopted by a vote of three fifths of all the members of the legislative body of such municipal corporation, declaring that the public interest requires the submission of, and

that it is the intention of such legislative body to submit, such question to a vote of the qualified electors of such municipal corporation, or in pursuance of a petition of qualified electors of such municipal corporation, as hereinafter provided. Such ordinance of intention or such petition, as the case may be, shall contain the propositions proposed to be so submitted, as set forth in section 6 of this act. Such petition shall be signed by qualified electors of such municipal corporation, equal in number to ten per centum of such qualified electors, computed upon the total number of votes cast in such municipal corporation for all candidates for governor at the last preceding general election prior to the filing of such petition at which a governor was elected. Such petition may consist of separate papers; *provided*, that if any paper consists of more than one sheet, it shall be securely fastened together at the top. The signatures need not all be appended to one sheet or paper. Each such paper shall have attached thereto, at the bottom of the last sheet thereof, the affidavit of a qualified elector of such municipal corporation, stating that all of the signatures on each sheet thereof were made in his presence, and that to the best of his knowledge and belief each signature is the genuine signature of the person whose name purports to be thereto subscribed. Such petition shall be filed with the clerk of the legislative body of such municipal corporation. Within ten days from the date of the filing of such petition, said clerk shall examine the petition and ascertain from the record of the registration of the electors of the city and county, or of the county in which such municipal corporation is situated, whether the petition is signed by the requisite number of the qualified electors of such municipal corporation; and if requested by said clerk, the said legislative body of said municipal corporation shall authorize him to employ persons specially to assist him in the work of examining such petition and shall provide for their compensation. Upon the completion of such examination, said clerk shall forthwith attach to said petition his certificate, properly dated, showing the result of such examination. If from such examination, said clerk shall find that said petition is signed by the requisite number of qualified electors, he shall certify that the same is sufficient; but if, from such examination, he shall find that said petition is not signed by such requisite number of qualified electors, he shall certify to the number of qualified electors signing such petition and to the number of qualified electors required to make such petition sufficient. If by the certificate of said clerk the petition is shown to be insufficient, it may be amended by filing a supplemental petition within ten days from the date of such certificate. Said clerk shall, within ten days from the filing of such supplemental petition, make like examination of the same and certify to the result of such examination as hereinbefore provided. If the certificate of the clerk shall show any such petition, or any such petition together with a sup-

plemental petition, to be insufficient, it shall be retained by him and kept as a public record, without prejudice, however, to the filing of a new petition to the same effect. But if, by the certificate of the clerk, such petition, or such petition together with a supplemental petition, is shown to be sufficient, the clerk shall forthwith present the same to the legislative body of such municipal corporation. The sufficiency or insufficiency of such petition shall not be subject to review by such legislative body. After the election held in pursuance of such petition, the sufficiency of such petition in any respect shall not be subject to judicial review or be otherwise questioned. In any city and county having a board of election commissioners and a registrar of voters, the clerk of the legislative body thereof shall immediately upon the filing of any petition with him, transmit the same to such board of election commissioners, who shall forthwith deliver such petition to said registrar of voters, who shall perform all the duties herein required to be performed in other municipal corporations by the clerk of the legislative body thereof, respecting the examination and certification of such petition. Such registrar of voters shall, upon making his certificate, forthwith return said petition to said clerk, who shall thereupon present such petition and the certificate thereto attached to the legislative body of such municipal corporation as hereinbefore in this section provided.

SEC. 5. Upon the adoption of such ordinance of intention, or the presentation as aforesaid of such petition, as provided in section 4 of this act, the legislative body of such municipal corporation shall, by ordinance, order the holding of a special election for the purpose of submitting to the qualified electors of such municipal corporation the propositions set forth in such ordinance of intention or in such petition, as the case may be, which propositions shall be those set forth in section 6 of this act, or such legislative body shall, by ordinance, order the submission of such propositions at a general municipal election, as hereinafter provided. Such special election shall be held not less than twenty days nor more than sixty days after the adoption of the ordinance of intention provided for in section 4 of this act, or the presentation of such petition to said legislative body; *provided*, that if a general municipal election shall occur in said municipal corporation not less than twenty days nor more than sixty days after the adoption of said ordinance of intention or the presentation of said petition to said legislative body, said propositions may be submitted at such general municipal election, in the same manner as other propositions are required by law to be submitted at general municipal elections in such municipal corporation. Every special election held in any municipal corporation under the provisions of this act, shall be called by the legislative body thereof, by ordinance, which shall specify the propositions to be submitted at such

election and the date thereof, and, where provision is not otherwise made by law, shall establish the election precincts therefor and designate the polling places therein, and the names of the election officers for each such precinct. Such ordinance shall, prior to such election, be published five times in a daily newspaper printed and published in such municipal corporation, or twice in a weekly newspaper printed and published therein, if there be no such daily newspaper; *provided*, that if no such daily or weekly newspaper be printed and published in such municipal corporation, the clerk of said legislative body shall post a copy of said ordinance in three public places in such municipal corporation at least ten days prior to such election. The propositions submitted under this section at any general municipal election or at any special election shall be the same as those set forth in section 6 of this act.

SEC. 6. The ballots to be used at any general municipal election or at any special election, at which is submitted the question whether a municipal corporation shall retain its powers of control respecting public utilities shall have printed thereon, in addition to the other matters required by law, the following propositions:

"Proposition No. 1. Shall ----- (name of municipal corporation) retain its powers of control over railroad corporations?"

"Proposition No. 2. Shall ----- (name of municipal corporation) retain its powers of control over street railroad corporations?"

"Proposition No. 3. Shall ----- (name of municipal corporation) retain its powers of control over common carriers other than railroad and street railroad corporations?"

"Proposition No. 4. Shall ----- (name of municipal corporation) retain its powers of control over gas corporations?"

"Proposition No. 5. Shall ----- (name of municipal corporation) retain its powers of control over electrical corporations?"

"Proposition No. 6. Shall ----- (name of municipal corporation) retain its powers of control over telephone corporations?"

"Proposition No. 7. Shall ----- (name of municipal corporation) retain its powers of control over telegraph corporations?"

"Proposition No. 8. Shall ----- (name of municipal corporation) retain its powers of control over water corporations?"

"Proposition No. 9. Shall ----- (name of municipal corporation) retain its powers of control over wharfingers?"

"Proposition No. 10. Shall ----- (name of municipal corporation) retain its powers of control over warehousemen?"

Opposite each such proposition to be voted upon, and to the right thereof, the words "Yes" and "No" shall be printed on separate lines, with voting squares. Any voter desiring to vote in favor of the reten-

tion of the powers of control of such municipal corporation respecting any particular class of public utility, shall stamp a cross (X) in the voting square after the printed word "Yes" opposite the proposition as to such class, and any voter desiring to vote against the retention of such powers of such municipal corporation respecting any particular class of public utility, shall stamp a cross (X) in the voting square after the printed word "No" opposite such proposition.

SEC. 7. If the propositions specified in section 6 of this act shall have been submitted at a special election in any municipal corporation, then the legislative body or other body or board charged with the duty of canvassing the returns and declaring the result of elections in such municipal corporation, shall meet at their usual place of meeting on the first Monday after such election to canvass the returns and declare the result thereof. Immediately upon the completion of such canvass, or upon the completion of the canvass of the returns of any general municipal election at which such propositions shall have been submitted, such legislative body or other body or board charged with said duty shall make an order declaring the result of the election upon such propositions and shall cause the same to be entered upon its minutes, which order shall show the total number of votes cast upon each such proposition, and the number of votes cast respectively in favor of and against each such proposition. If it shall appear from the result of such election, as so declared, that a majority of the qualified electors of such municipal corporation voting on any proposition submitted, as provided in section 5 of this act, shall have voted to retain the powers of control of such municipal corporation respecting any particular class of public utility, such municipal corporation shall be deemed to have elected to retain such powers of control respecting such class of public utility, and such powers shall be exercised by such municipal corporation until the same may be surrendered as hereinafter provided; and if it shall appear from the result of such election, as so declared, that a majority of such qualified electors so voting on any such proposition shall have voted not to retain such powers respecting any class of public utility, such municipal corporation shall be deemed to have elected not to retain such powers of control respecting such class of public utility, and such power of control shall thereafter vest in and be exercised by the railroad commission as provided by law. Immediately upon the entry of the order declaring the result of the election as to such proposition, the clerk of the legislative body or the registrar of voters in any municipal corporation having a board of election commissioners and a registrar of voters, shall make copies, in duplicate, of such order, and shall attach to each such copy his certificate under the seal, if any, of such municipal corporation, or of such board

of election commissioners, certifying that the same is a true and correct copy of such order. Said clerk or registrar of voters, as the case may be, shall forthwith file one of said copies in the office of the railroad commission of the State of California and the other in the office of the secretary of state. Immediately upon the filing of such certified copy of such order in the office of the railroad commission, the powers of control theretofore vested in such municipal corporation over any class or classes of public utilities which a majority of the qualified electors of such municipal corporation voting thereof shall have voted not to retain, as shown by such order shall thereupon vest in and be exercised by the railroad commission, until such municipal corporation shall reinvest itself with such powers of control as hereinafter provided.

SEC. 8. Any municipal corporation which shall have voted to retain the powers of control vested therein respecting any class or classes of public utilities, or which may have reinvested itself with such power, as hereinafter provided, may thereafter surrender its powers of control as to such class or classes of public utilities at a general municipal election or a special election therein, called for that purpose. The ballots to be used at such election shall have printed thereon, in addition to the other matters required by law, separate propositions as to each of the classes of public utilities as to which such municipal corporation may theretofore have voted to retain its powers of control or with which it may have reinvested itself. As to each of such classes of public utilities, and in addition to the other matters required by law to be printed thereon, a proposition shall be printed on the ballot to be used at such election in substantially the following form: "Shall ----- (name of municipal corporation) surrender its powers of control over ----- (here insert class of public utility) to the railroad commission?" Opposite each such proposition to be voted upon, and to the right thereof, the words "Yes" and "No" shall be printed on separate lines, with voting squares. Any elector desiring to vote to surrender the powers of control of such municipal corporation over any class of public utility specified on the ballot, shall stamp a cross (X) in the voting square opposite the printed word "Yes," after the proposition as to such class; and any elector desiring to vote not to surrender the powers of control of such municipal corporation over such class of public utility, shall stamp a cross (X) in the voting square opposite the printed word "No" after the proposition as to such class. The provisions of sections 4, 5 and 7 of this act, in so far as applicable, shall govern elections called, conducted and held under the provisions of this section and to general municipal elections at which such propositions shall be submitted. If it shall appear from the result of such election declared as provided in section 7 of this act,

that a majority of the qualified electors of such municipal corporation voting on any proposition submitted as provided in this section, shall have voted to surrender the powers of control of such municipal corporation respecting any particular class of public utility, such municipal corporation shall be deemed to have surrendered its powers of control as to such class of public utility to the railroad commission, and such powers shall thereafter vest in and be exercised by the railroad commission, as provided by law, upon the filing, in the office of the railroad commission, of a certified copy of the order declaring the result of such election until such municipal corporation shall reinvest itself with such powers as hereinafter provided; and if it shall appear from the result of such election, as declared, that a majority of such qualified electors voting on any such proposition shall have voted not to surrender such powers of control respecting any particular class of public utility, such powers of control shall continue in such municipal corporation; *provided, however*, that such powers of control may thereafter be surrendered by such municipal corporation at any subsequent election at which the question of such surrender may again be submitted under the provisions of this act.

SEC. 9. Any municipal corporation that shall have surrendered to the railroad commission powers of control respecting any class of public utility may thereafter reinvest itself with such powers by a vote of the qualified electors thereof taken at a general municipal election or at a special election. The ballots to be used at such election shall have printed thereon, in addition to the other matters required by law, separate propositions as to each class of public utility designated in the petition for such election or in the ordinance of intention. As to each such class of public utility, a proposition shall be printed on the ballot in substantially the following form: "Shall ----- (name of municipal corporation) reinvest itself with powers of control over ----- (class of public utility)?" Opposite each such proposition to be voted upon and to the right thereof, the words "Yes" and "No" shall be printed on separate lines, with voting squares. Any elector desiring to vote to reinvest such municipal corporation with powers of control respecting any class of public utility designated on the ballot shall stamp a cross (X) in the voting square after the printed word "Yes" opposite the proposition as to such class, and any elector desiring to vote not to reinvest such municipal corporation with powers respecting such class of public utility shall stamp a cross (X) in the voting square after the printed word "No" opposite such proposition. The provisions of sections 4, 5 and 7 of this act, in so far as applicable, shall apply to elections called, conducted and held under the provisions of this section and to general municipal

elections at which such propositions shall be submitted. If it shall appear from the result of such election, declared as provided in said section 7, that a majority of the qualified electors of such municipal corporation voting on any proposition submitted as provided in this section shall have voted to reinvest such municipal corporation with powers of control respecting any particular class of public utility, such municipal corporation shall be deemed to have reinvested itself with such powers, and upon the filing in the office of the railroad commission of a certified copy of the order declaring the result of such election, the powers of control with which such municipal corporation shall have voted to reinvest itself, as shown by such order, shall cease to be exercised by the railroad commission, and shall vest in and be exercised by such municipal corporation; and if it shall appear from the result of such election, as declared, that a majority of the qualified electors of such municipal corporation voting on any such proposition, as provided in this section, shall have voted not to reinvest such municipal corporation with powers of control respecting any particular class of public utility, such powers of control shall continue in and be exercised by the railroad commission; *provided*, that such municipal corporation may thereafter reinvest itself with such powers of control at any subsequent election at which such question may be again so submitted under the provisions of this act.

SEC. 10. The holding of a special election or elections, or the submission of propositions at any general municipal election, under any of the provisions of this act, shall not be construed to preclude the holding of a subsequent special election or elections or the subsequent submission of propositions at a general municipal election or elections, on the question of the retention, surrender or reinvestment by a municipal corporation of its powers of control respecting any class or classes of public utilities, as in this act provided; *provided*, that not more than one such special election shall be held within any period of twelve months.

SEC. 11. Except as otherwise in this act provided, the holding and conducting of elections under the provisions of this act, the form of the ballots used, the opening and closing of the polls, the canvass of the returns and the declaring of the result shall conform, as nearly as may be, to such laws as shall now or hereafter be applicable to special municipal elections held in the municipal corporation affected.

Act Regulating the Handling of Explosives.

Statutes of 1911.

CHAPTER 213.

An act relating to explosives and prescribing regulations for the transportation, storage and selling of explosives, and providing penalties for the violation of this act.

The people of the State of California, represented in senate and assembly, do enact as follows:

SECTION 1. The term "explosive" or "explosives" whenever used in this act, shall include gunpowder, blasting powder, dynamite, gun-cotton, nitroglycerine or any compound thereof, fulminate, and every explosive substance having an explosive power equal to or greater than black blasting powder, and any substance intended to be used by exploding or igniting the same to produce a force to propel missiles, or rend apart substances, but does not include said substances, or any of them, in the form of fixed ammunition for small arms. The term "person" whenever used herein shall be held to include corporations as well as natural persons; words used in the singular number to include the plural and the plural the singular. The words "explosive manufacturing plant" shall be understood to include all the land used in connection with the manufacture and storage of explosives thereat.

SEC. 2. Except only at an explosive manufacturing plant, no person shall have, keep or store, at any place within this state, any explosives, unless such explosives are completely enclosed and encased in tight metal, wooden or fibre containers, and, except while being transported, or within the custody of a common carrier pending delivery to consignee, shall be kept and stored in a magazine constructed and operated as hereinafter described, and no person having in his possession or control, any explosives, shall under any circumstances permit or allow any grains or particles thereof to be or remain on the outside or about the containers, in which such explosives are contained.

SEC. 3. Magazines in which explosives may lawfully be stored or kept shall be two classes, as follows:

(a) Magazines of the first class shall consist of those containing explosives exceeding fifty pounds; and shall be constructed wholly of brick, wood covered with iron, or other fireproof material, and must be fireproof, and, except magazines where gunpowder or black blasting powder only is stored, must be bullet proof, and shall have no openings except for ventilation and entrance. The doors of such magazine must

be fireproof and bullet proof, and at all times kept closed and locked, except when necessarily opened for the purpose of storing or removing explosives therein or therefrom, by persons lawfully entitled to enter the same. Every such magazine shall have sufficient openings for ventilation thereof, which must be screened in such manner as to prevent the entrance of sparks or fire through the same. Upon each side of such magazine there shall at all times be kept conspicuously posted a sign, with the words, "Magazine," "Explosives," "Dangerous," legibly printed thereon in letters not less than six inches high. No matches, fire or lighting device of any kind, shall at any time be permitted in any such magazine. No package of explosives shall at any time be opened in any magazine, nor shall any open package of explosives be kept therein. No blasting caps, or other detonating or fulminating caps, or detonators, or electric fuzes, shall be kept or stored in any magazine in which explosives are kept or stored, but such caps, detonators or fuzes may be kept or stored in a magazine constructed as above provided which must be located at least one hundred feet from any magazine in which explosives are kept or stored. Magazines in which explosives are kept or stored must be detached, and must be located at least one hundred feet from any other structure.

(b) Magazines of the second class shall consist of a stout wooden box, covered with sheet iron, and not more than fifty pounds of explosives shall at any time be kept or stored therein, and, except when necessarily opened for use by authorized persons, shall at all times be kept securely locked. Upon each such magazine there shall at all times be kept conspicuously posted a sign with the words, "Magazine," "Explosives," "Dangerous," legibly printed thereon.

Nothing in this section contained shall be held to prohibit the keeping or storing of explosives in any tunnel, where no person or persons are employed; *provided, always*, that any tunnel so used for the storage of explosives shall have fireproof doors, which must at all times be kept closed and locked, except when necessarily opened for the purpose of storing or removing explosives therein or therefrom, by persons lawfully entitled to enter the same. The door of such tunnel magazine shall at all times have legibly printed thereon the words, "Magazine," "Explosives," "Dangerous."

SEC. 4. Any person violating or failing to comply with any of the provisions of sections two and three of this act, shall be guilty of a misdemeanor, and upon conviction thereof, shall be punished by a fine of not less than twenty-five dollars, and not more than one thousand dollars, or by imprisonment not exceeding six months, or by both such fine and imprisonment.

SEC. 5. It shall be unlawful to transport, carry or convey, any explosives between any places within this state, on any vessel, car or other vehicle of any description, operated by common carrier, which vessel, car or vehicle is carrying passengers for hire; *provided*, that it shall be lawful to transport on any such vessel, car or vehicle, small arms ammunition in any quantity, and such fuses, torpedoes, rockets or other signal devices, as may be essential to promote safety in operation, and properly packed and marked samples for laboratory examination, not exceeding a net weight of one half pound each, and not exceeding twenty samples at one time, in a single vessel, car or vehicle, but such samples shall not be carried in that part of the vessel, car or vehicle, which is intended for the transportation of passengers for hire; *provided, further*, that nothing in this section shall be construed to prevent the transportation of military or naval forces with their accompanying munitions of war on passenger equipment vessels, cars or vehicles; *provided, further*, that the transportation of explosives on any freight train in this state that carries passengers for hire in a car or caboose attached to the rear of such train, shall not be held or construed to violate the provisions of this act.

SEC. 6. The railroad commission of this state is hereby empowered to make, publish and promulgate such regulations as are not in conflict with this act and as in the judgment of said commission may tend to the safe packing, loading, storage and transportation of the explosives defined by section one of this act.

SEC. 7. It shall be unlawful to transport, carry or convey liquid nitroglycerine, fulminate in bulk, in dry condition, or other like explosive between any places within this state, on any vessel, car or vehicle of any description, operated by common carrier in the transportation of passengers, or articles of commerce by land or water.

SEC. 8. Every package containing explosives or other dangerous articles when presented to a common carrier for shipment shall have plainly marked on the outside thereof, the contents thereon, and it shall be unlawful for any person to deliver for transportation to any common carrier engaged in commerce by land or water, or to cause to be delivered or to carry any explosive or other dangerous article, under any false or deceptive marking, description, invoice, shipping order or other declaration, or without informing the agent of such carrier of the true character thereof, at, or before the time of such delivery or carriage is made.

SEC. 9. Any person who wilfully violates or causes to be violated any of the foregoing provisions of sections 5, 6, 7 and 8, of this act, shall be deemed guilty of a misdemeanor, and upon conviction thereof, shall be punished for each offense by fine not exceeding two thousand

dollars, or by imprisonment not exceeding eighteen months, or by both such fine and imprisonment in the discretion of the court.

SEC. 10. Every person selling, giving away, or delivering explosives within this state, shall keep at all times an accurate journal or book of record, in which must be entered from time to time, as it is made, each and every sale, delivery, gift, or other disposition made by such person in the course of business, or otherwise, of any quantity of such explosive substance. Such journal or record book must show in a legible handwriting, to be entered therein at the time, a complete history of each transaction, stating name and quantity of explosives sold, delivered, given away, or otherwise disposed of; name, place of residence, and business of the purchaser or transferee, name of individual to whom delivered, with his or her address. Such journal or record book must be kept by the person so selling, delivering or otherwise disposing of such explosives in his or their principal office or place of business, at all times subject to the inspection and examination of the police authorities of the state, county or municipality where same is situated, on proper demand therefor. In addition to keeping the record above provided, it shall be unlawful for any person to sell, give away or deliver any explosives within this state, without taking from the person to whom such explosives are sold, given away or delivered within this state, a statement in writing, showing the name and the address of the person to whom such explosives are sold, given away or delivered, and the place where and the purpose for which such explosives are intended for use, which statement shall be signed by the person to whom such explosives are sold, given away or delivered, or his agent, and be witnessed by two witnesses, known to the person selling, giving away or delivering such explosives, to be residents of the county where such explosives, as shown by such statement, are intended for use, who shall certify that the person to whom such explosives are to be sold, given away or delivered is personally known to each of said witnesses, and that to the best of his knowledge and belief, the explosives are required by such person for the uses and purposes set forth in the statement, which said statement shall at all times be kept on file in the principal office or place of business of the person so selling, giving away or delivering such explosives, subject to the inspection of the police authorities of the state, county or municipality where the same is situated, on proper demand made therefor; *provided*, that nothing in this section shall be held to apply to the delivery of explosives to any person or carrier for the purpose of being transported from a place within this state to any other place within this state; *and provided further*, that nothing in this section contained shall apply to interstate commerce.

Every person selling, giving away or delivering any explosives without complying with all the provisions of this section shall be deemed guilty of a misdemeanor, and upon conviction shall be fined not less than one hundred dollars, and not more than two thousand dollars, or by imprisonment of not less than six months, or by both such fine and imprisonment in the discretion of the court.

In addition to such imprisonment and as cumulative penalty such person so offending shall forfeit for each offense, the sum of two hundred and fifty dollars, to be recovered in any court of competent jurisdiction, and the party instituting the action for such forfeiture shall not be entitled to dismiss same, without the consent of the court before which the suit has been instituted; nor shall any judgment recovered be set aside, satisfied or discharged save by order of such court, after full payment into court, and all moneys so collected must be paid to the party bringing suit.

SEC. 11. No explosives in excess of an amount sufficient for one day's operations shall be taken into any mine or underground workings in this state, and any person violating any of the provisions of this section shall be deemed guilty of a misdemeanor, and upon conviction thereof, shall be fined in an amount not exceeding five hundred dollars.

SEC. 12. No person, except a peace officer or a person authorized so to do by the owner thereof, or his agent, shall enter any explosive manufacturing plant, magazine or car containing explosives in this state, and any person violating any of the provisions of this section shall be deemed guilty of a misdemeanor, and upon conviction thereof, shall be fined in an amount not exceeding one thousand dollars or by imprisonment not exceeding three months, or by both such fine and imprisonment.

SEC. 13. No person shall discharge any firearms within five hundred feet of any magazine or of any explosive manufacturing plant, and any person wilfully violating any of the provisions of this section shall be deemed guilty of a misdemeanor and fined not exceeding one thousand dollars, or by imprisonment not exceeding one year, or by both such fine and imprisonment.

SEC. 14. No person shall wilfully carry any explosive on his person within this state in any car, vessel or vehicle that carries passengers for hire, or place or carry any explosive while on board any such car, vessel or vehicle, in any hand baggage, roll or container, or place any explosive in any baggage thereafter checked with any common carrier and any person violating any of the provisions of this section shall be deemed guilty of a felony and upon conviction thereof shall be punished by imprisonment in the penitentiary not exceeding two years.

SEC. 15. Nothing in this act contained shall prevent the operation of, or modify, alter, set aside or supersede the provisions of any municipal ordinance respecting the delivery, storing and handling of explosives.

SEC. 16. Nothing in this act contained shall regulate or apply to any shipment of explosives from a point within this state, consigned to a point without this state, over a line or lines of one or more common carriers.

[Became a law, under constitutional provision, without Governor's approval, March 20, 1911.]

Act Regulating the Hours of Labor of Railway Employees.

Statutes of 1911.

CHAPTER 484.

An act regulating the hours of labor of conductors, engineers, firemen, brakemen, train dispatchers and telegraph operators employed by any corporation or receiver operating a line of railway in whole or in part in the State of California, and prescribing penalties for violation of this act.

[Approved April 21, 1911.]

The people of the State of California, represented in senate and assembly, do enact as follows:

SECTION 1. It shall hereafter be unlawful for any corporation or receiver operating any line of railroad in whole or in part in this state, or any officer, agent or representative of such corporation to require or knowingly permit any conductor, engineer, fireman, brakeman, train dispatcher or telegraph operator to be or remain on duty for a longer period than sixteen consecutive hours, and whenever any such employee shall have been continuously on duty for sixteen hours he shall be relieved and not required or permitted again to go on duty until he has had at least eight consecutive hours off duty.

SEC. 2. It shall hereafter be unlawful for any corporation or receiver operating any line of railroad in whole or in part in this state, or any officer, agent, or representative of such company or receiver to require or knowingly permit any conductor, engineer, fireman, brakeman, train dispatcher or telegraph operator, who has been on duty for sixteen consecutive hours and who has gone off duty, to again go on duty or perform any work for such receiver or corporation until he has had at least eight hours off duty.

SEC. 3. Any corporation or receiver operating a line of railroad in whole or in part within this state, who shall violate any of the provisions of this act shall be liable to the State of California in a penalty of not less than two hundred dollars nor more than one thousand dollars for each offense, and such penalties shall be recovered and suit therefor shall be brought in the name of the State of California in any court having jurisdiction of the amount in any county into or through which said railroad may pass. Such suit or suits may be brought either by the attorney general of the state or under his direction by the district

attorney of any county or city and county in the State of California into or through which said railroad may pass.

SEC. 4. Any officer, agent or representative of any corporation or receiver operating any line of railroad in whole or in part within this state, who shall violate any of the provisions of this act shall be deemed guilty of a misdemeanor, and upon conviction therefor shall be punished by a fine of not less than one hundred dollars nor more than five hundred dollars for each offense, or by confinement in the county jail for not less than ten nor more than sixty days, or by both fine and imprisonment, and such person so offending may be prosecuted under this section, either in the county where such person may be at the time of commission of the offense, or in any county where such employee has been permitted or required to work in violation of this act.

SEC. 5. *Provided*, that the provisions of this act shall not apply in any case of casualty or unavoidable accident or the act of God; nor where the delay was the result of a cause not known to the carrier or its officer or agent in charge of such employee at the time said employee left a terminal, and which could not have been foreseen; *provided, further*, that the provisions of this act shall not apply to the crews of wrecking or relief trains.

Full Crew Bill.

Statutes of 1911.

CHAPTER 49.

An act to promote the safety of employees and travelers upon railroads by compelling common carriers by railroad to properly man their trains.

[Approved February 20, 1911.]

The people of the State of California, represented in senate and assembly, do enact as follows:

SECTION 1. It shall be unlawful for any common carrier by railroad in the State of California operating more than four trains each way per day of twenty-four hours on any main track or branch line of railroad within this state to run or permit to be run, any passenger, mail, or express train propelled or drawn by steam locomotive that has not at least the following named employees thereon: One engineer, one fireman, one conductor, one brakeman, one baggageman; *provided*, that on any such train upon which baggage is not hauled a baggageman need not be employed; *provided, further*, that on any such train where four passenger coaches or cars exclusive of railroad officers' private cars, or more than four passenger coaches or cars are hauled, two brakemen instead of one shall be employed.

SEC. 2. It shall be unlawful for any such common carrier to run, or permit to be run, any freight or work train propelled or drawn by steam locomotive that has not at least the following named employees thereon: One engineer, one fireman, one conductor, two brakemen; *provided*, that on any such freight or work train composed of fifty cars or more, three brakemen instead of two shall be employed.

SEC. 3. It shall be unlawful for any such common carrier to run or permit to be run any train propelled or drawn by steam locomotive other than those trains described in section 1 and section 2 of this act, that have not at least the following named employees thereon: One engineer, one fireman, one conductor, and one brakeman; *provided*, that nothing in this section contained shall apply to an engine or engines without cars; nor to any relief train or wrecking train in any case where a sufficient number of employees to comply with this section are not available for service on such relief or wrecking train.

SEC. 4. It shall be unlawful for any such common carrier to employ any person as a steam locomotive engineer who shall not have had at least two years' actual service as a steam locomotive fireman, or one year

of actual service as a steam locomotive engineer, or to employ any person as a conductor who shall not have had at least two years of actual service as a railroad brakeman, or one year actual service as a railroad conductor, or to employ any person as a brakeman who shall not have passed the regular examination required by transcontinental railroads; *provided*, that nothing in this section contained shall apply to the running or operating of steam locomotives to or from trains at divisional terminals by hostlers or to the running or operating of steam locomotives to and from engine houses or to the doing of work on steam locomotives at shops and engine houses.

SEC. 5. Any violation of this act shall be deemed a misdemeanor, and shall be punished, upon conviction, by fine not exceeding five hundred dollars, or by imprisonment in a county jail not exceeding six months, or by both such fine and imprisonment.

SEC. 6. Nothing in this act contained shall apply to the operation of any train by common carriers during times of strikes or walkouts, participated in by any of the hereinbefore mentioned employees of such common carrier.

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